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ROUND BRITAIN WHIZZ!

Invincible leads out 24 ships to meet the people

'MEET Your Navy' – that's the invitation from the 24-ship Task Group led by HMS Invincible that departs on a round-Britain tour next month. Increasingly, the Navy's top brass worry that not enough people get the chance these days.

In an exclusive interview with *Navy News*, Assistant Chief of the Naval Staff Rear Admiral James Burnell-Nugent pointed to problems of "visibility" affecting a Fleet whose size is now closely matched to its commitments.

"We get occasional highlights – such as Gulf deployments, Kosovo, drugs bust operations in the Caribbean and so on – but the Navy going about its normal day-to-day business is much less well presented," he told *Jim Allaway*.

"Events such as Navy Days and the International Festival of the Sea satisfy the need to some extent, but they mostly tend to be local to the Naval bases. And so I think that many of the people who attend them tend to be local enthusiasts.

"For people in the middle of the country, between the M4 and Hadrian's Wall,

■ Turn to page 20



Last of the summer shine . . .

HMS DUMBARTON Castle is caught by the last rays of sunset as she prepares to land an albatross researcher from the British Antarctic Survey at a base on Bird Island.

The Falkland Islands patrol ship was making her last trip to South Georgia for the austral summer.

The two dark masses on the horizon are icebergs – remnants of two massive chunks of ice, about 30 miles across, which broke away from the Antarctic ice edge and were afterwards smashed against Shag Rock. Picture: SAC Young RAF

INSIDE: YOUNG READERS EXTRA PLUS TYPE 42 DESTROYER CUTAWAY DRAWING

Montrose sees Naples and lives

HMS MONTROSE linked up with seven other NATO warships at Naples in the first full gathering of the current Standing Naval Force Mediterranean.

The British Duke-class Type 23 frigate was joined at the Italian port by the German FGS Karlsruhe, the Netherlands' HMNL Jan Van Brakel, Spain's SPS Cataluna, the HN Nearchos from Greece, America's USS Spruance, the Italian ITS Espero and the group's Turkish Flagship TS Orucreis under Rear Admiral Ogutku.

During the port visit the STANAVFORMED ships held a series of liaison meetings to plan exercises over the coming months which will ensure that they can work together as an effective integrated force wherever their NATO tasking takes them.

Despite cultural and language differences, valuable contacts were made and after seven days the ships sailed together for a period of consolidating sea training.

But it wasn't all work and no play, and there were plenty of sightseeing opportunities for sailors from HMS Montrose,

many of whom were visiting the Bay of Naples for the first time.

Mount Vesuvius was an unmissable landmark which dominates the surrounding countryside, and visits to Pompeii and the lesser-known Herculaneum, destroyed by the Vesuvius eruption of AD 79, were very rewarding.

Naples itself proved to be a thriving city which was only slightly less active at 2am than 2pm and the Neapolitans were friendly and welcoming.

While driving in Naples is definitely not for the faint-hearted several forays

were made into the countryside with an intrepid few making it as far as Rome, while others took advantage of the cheap local ferry services for a trip to the beautiful island of Capri.

Dining out was the other main activity enjoyed by the visitors who made the most of the large number of restaurants which offered excellent quality and value.

The only downside to the visit was the weather, with a few sunny but cool days breaking up the heaviest rain that Naples has seen for 15 years.

Bicester set for Greek transfer

HMS BICESTER is to become the first Hunt-class minehunter to leave Royal Navy service. She is due to decommission on July 1 for transfer to the Greek Navy at the end of that month.

Bicester, commissioned in 1986, was the seventh of 13 Hunt vessels to enter service. At present a member of the Second Mine Countermeasures Squadron based at Portsmouth, she spent much of her RN service in the Fourth MCM Squadron at Rosyth.

It was from there that she left for the Gulf to clear mines sown by Saddam Hussein in Kuwaiti waters. During that operation in 1991 Bicester laid claim to have cleared more mines than any other MCM vessel since the Second World War and its aftermath.

Eastbourne ticket gifts for visiting Puncher

PATROL vessel HMS Puncher was due to visit Eastbourne on March 26 for a five-day visit.

The 49-tonne vessel, attached to London Universities RN Unit, was embarking Eastbourne's Mayor, Cllr Beryl Healy, at Brighton Marina for the journey to Sovereign Harbour. It was giving Mrs Healy an early chance to meet the vessel's new Commanding Officer, Lt Gordon Ruddock.

Many local companies showed their support for Puncher's continued affiliation by providing complimentary tickets for the ship's company.

20th-century warships get their day

WARSHIP experts at the National Maritime Museum at Greenwich are offering a unique insight into the vessels which ruled the waves for the last 100 years.

A one-day seminar, 20th Century Warships, is being given in the lecture hall on May 11.

Fees are £32 (concessions £27) which include museum admission, lunch and refreshments. For a free prospectus or bookings, call 0181 312 6747 or visit the website: <http://www.nmm.ac.uk>

Ocean of colour

HELICOPTER carrier HMS Ocean adds a touch of colour to her appearance by being dressed overall at Devonport to mark Commonwealth Day.

■ Wilkinson Sword of Peace award – page 9.

EXETER'S RETURN



● HMS Exeter, which returned to Portsmouth from Gulf patrol duty on March 17, rests at anchor off Akrotiri, Cyprus during her homeward journey, to disembark her advance leave party.

DESCENDANT SEEKS £6,000 FOR SEA ADVENTURER'S FINERY

Historic uniform on sale to fund pub act

THE NAVAL uniform worn by one of Britain's greatest sea adventurers is being sold by a descendant – to launch a pub karaoke act.

Admiral John Pascoe Grenfell, who in the 19th century fought against Spain, Portugal and the Italian revolutionary Garibaldi, left his ceremonial sword and gold-braided uniform as heirlooms.

His great-great-grandson, Tony Grenfell, had them valued on BBC-1's Antiques Roadshow at £6,000 – though he said then that he would not sell.

Now, at the age of 58, unem-

ployed and with an income of just £51 a week in benefits, he has been forced to think again.

Tony, who lives in a rented, one-bedroom flat in the old smuggling village of Combe Martin in Devon, says he needs at least £4,000 to set himself up as a full-time karaoke singer in local pubs.

He said: "This is the one chance I have to turn my fortunes around. I'm not interested in making big money, but I do want to earn a decent living from singing.

"It's my greatest love. I'll do anything from La Bamba to Blur – I just need the backing tracks. I hate the thought of parting with the uniform and sword, but I think the Admiral would have understood.

"He was not a practical man who cared for wealth – in fact, he once

returned a ship worth £50,000 to a Spanish merchant, declaring himself to be a seaman not a robber."

Tony says he will consider any serious offer and is awaiting a response from the National Maritime Museum. He hopes the uniform can be put on display in time for the bicentenary of his ancestor's birth on December 20 this year.

Admiral Grenfell's story reads like a piece of Boys Own fiction. Born in Battersea, he was aged 11 when he joined the East India Company, making several voyages to India at the height of the Napoleonic Wars.

He was once locked up by his own crew, but escaped with a hand-

ful of officers to quell the mutiny ruthlessly. His shipmates told how he would jump up and down on deck when he was angry, and how he was utterly fearless in battle.

In 1819 he was recruited by Admiral Lord Cochrane who was raising a navy to help liberate Chile from Spanish rule, and Grenfell became one of his most trusted commanders. Together they helped to secure Chilean independence by destroying the Spanish flagship in Callao harbour.

Later they did something similar for the Brazilians who were seeking independence from Portugal. In 1824 Grenfell took command of a Brazilian frigate and led an heroic action against Argentine warships in the River Plate.

Hit by cannon shot, his right arm had to be amputated and, though he nearly died, he rejoined the Brazilians after a year's leave in England. He went on to capture an Argentine privateer in 1828.

Seven years later his squadron destroyed the exiled Garibaldi's rebel navy during the Rio Grande do Sul uprising.

In 1846 Grenfell was appointed Brazilian consul in Liverpool – where the surviving uniform was made and where he supervised construction of the steam frigate Alfonso.

During sea trials the Alfonso was on the scene at the sinking of the immigrant ship Ocean Monarch, and Grenfell took charge of one of the rescue boats which helped to save 219 of the 396 passengers.

A spokeswoman for the National Maritime Museum described Grenfell as a fascinating historical figure. "He is right up there with the great and the good," she said. "A surviving uniform with the right provenance would create great interest among collectors – including ourselves."

... while it's Mardi Gras time in NATO's Atlantic squadron

AS PART of NATO's Standing Naval Force Atlantic, HMS Campbelltown has been carrying out counter drugs operations in the Caribbean.

She was detached from the international force in company with the Spanish frigate Reina Sofia to carry out the interdiction operations. Both ships later rejoined SNFL to visit New Orleans in time for the Mardi Gras celebrations and a call on Mayport, Florida, before heading north to Halifax, Nova Scotia.

The Type 22 frigate left to join the NATO force in the new year, and during her deployment completed one six-week period of initial sea training for officer cadets from Dartmouth, before embarking another batch.

The current force's work-up period was undertaken in Roosevelt Roads off Puerto Rico, including a successful live firing of Campbelltown's updated Seawolf missile system against a very low-level controlled drone – an unusual target in difficult conditions.

During this time, members of Campbelltown's ship's company acted as directing staff for the day to train other ship's teams in a disaster relief exercise.

But perhaps the most satisfying success for the ship was on the sports field – with a convincing win over the Americans at rugby and overall victory in an inter-ship football tournament.

When SNFL left the area, the Canadian Commander of the force, Rear Admiral Morse, embarked in Campbelltown where he presented the Lady Fitch Trophy to CPOWEA Read. The annual award is for a person providing the best service of benefit to the ship's company – in Chief Read's case, the setting up of an on-board cyber cafe funded by the Windfall Grant.

40 tall ships in sail parade

OVER 40 classic ships will take part this month in the Tall Ships 2000 Parade of Sail along Southampton Water.

Among the vessels present – at South Bramble – for the event on April 16 will be the Type 42 destroyer HMS Glasgow and P&O's new cruise liner the Aurora.

The fleet of sailing ships will include square riggers, brigantines and barques from around the world. The parade, starting at 8.30am, will form the prelude to a millennium race for crews of young people aged 15-25, organised by the Sail Training Association.

The lead ships will turn east and pass South Bramble at noon, continuing past Gilkicker and around the east side of the Isle of Wight.

They will then go on to Plymouth where the first race – to Cadiz – will start at 1pm on April 18 off Rame Head.



Flower of France to host Free French farewell



● Badge of a Free French Navy Seaman, incorporating the Cross of Lorraine, symbol of the forces organised by Gen de Gaulle.

THE FREE French Naval Association, Forces Navales Françaises Libres, is to wind up on June 18, following a ceremony at Toulon at the end of this month.

This will be held on board FS Aconit – the new stealth frigate that is shortly to accompany the RN Task Group on its 2000 global deployment – “in memory of the British and French navy men who served on board the Free French units during the war and died accomplishing their tasks.”

The Aconit's World War II predecessor was a Flower-class corvette, ex-HMS Aconite, which had a distinguished career sinking two U-boats on March 11, 1943 (see letter on page 6). Built by Ailsa at Troon in 1941, the Aconit was returned to the Royal Navy in 1947 when she was sold to the United Whaling Company at Durban and renamed Terje II. She was acquired by the South Georgia Company in 1960 and had yet another change of name – Southern Terrier – before being broken up at Bruges in 1967.

A delegation of British officers and men who served with Free French naval forces or in the same operational theatres has been invited to attend the ceremony on April 29, together with Free French veterans and representatives from the modern ships Courbet, Surcouf and Rubis, which all bear the names of Free French ships.



● FRENCH FLOWER: The World War II Free French Flower-class corvette Aconit (ex-HMS Aconite).

Royalty and reindeer in Castle calls

PATROL ship HMS Dumbarton Castle hosted a royal visitor when Princess Alexandra paid a call in the Falklands.

The Princess was visiting the islands in her capacity as patron of the UK Falkland Islands Trust, and went on board while the offshore patrol vessel was alongside in Stanley.

Accompanied by the islands' Governor, Donald Lamont, she met every member of the ship's company and also visited the joint garrison at Mount Pleasant during her week in the South Atlantic.

Meanwhile, the Dumbarton Castle – which is based in the islands and currently fulfils the role of Falkland Islands patrol vessel within the Atlantic Task Group – also hosted groups of primary school children, Cubs from the

local Beaver pack, and members of the Stanley Branch of the RNA.

On leaving the capital, the ship took part in a joint exercise before sailing for South Georgia with two reindeer specialists on board who examined herds on the isolated islands.

The reindeer herd is about 3,000 strong and is descended from the animals brought to South Georgia by Norwegian whalers.

The Falkland Islands government is sponsoring research into the feasibility of transporting reindeer to the islands from South Georgia for farming and tourism

purposes.

Another civilian researcher, whose specialisation is grass, was also embarked in the ship, and many seed samples were collected for the US National Seed Service in Alaska.

In their spare time, the ship's company held a horse-race meeting on board at what they claim is the world's most southerly course – the Penguin Point

● Princess Alexandra talks to (l-r) OM(EW) 'Johnno' John, MEM(M) Chris Allen and OM(AW) 'Smudge' Smith on board HMS Dumbarton Castle.

Free talks on RN turning points

A SERIES of lectures on turning points in the Royal Navy will be given during May and early June at the Royal Navy Museum, Portsmouth.

The lectures, organised by Flagship Portsmouth to mark Museums and Galleries Month 2000, will be delivered by 22 of the curators, specialists and consultants involved in the historic ships and dockyard buildings.

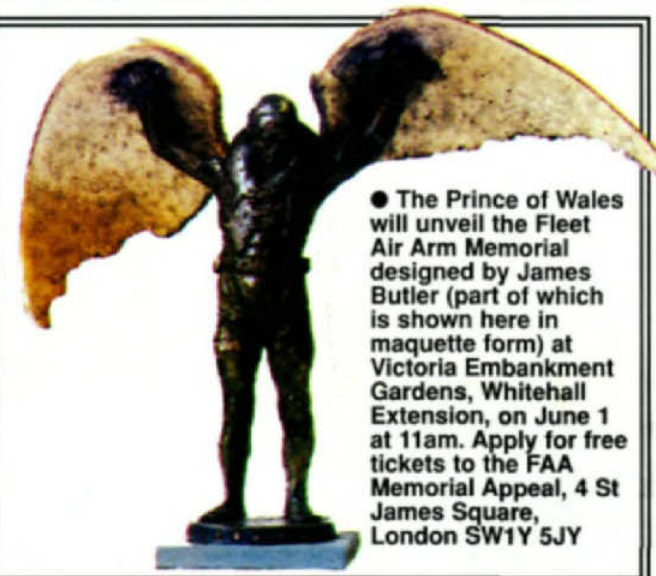
Each lecture (apart from the one on the Mary Rose) will take place at 12.30pm in the museum's Princess Royal Gallery. Admission is free, but seats need to be booked in advance.

Among the subjects covered are:

- ☐ The Battle of Trafalgar
- ☐ Life on board
- ☐ Warship design and construction
- ☐ Development of Naval ordnance

For a booking form and complete list of lectures, telephone Flagship Portsmouth on 023 9286 1533.

The complete list of lectures is also available on the Navy News website, at www.navynews.co.uk



● The Prince of Wales will unveil the Fleet Air Arm Memorial designed by James Butler (part of which is shown here in maquette form) at Victoria Embankment Gardens, Whitehall Extension, on June 1 at 11am. Apply for free tickets to the FAA Memorial Appeal, 4 St James Square, London SW1Y 5JY

JACK ET JACQUES

La Grande Illusion

(Au téléphone – comme d'habitude – les sœurs de Jack et Jacques)

'Allo? Jackie?'
'This is Jackie – who's that?'
'Ici Jacqueline – la sœur de Jacques.'
'Gerraway!'
'Non! Attends! Parlez vous Français, Jackie?'
'Un peu, maybe! Er... Bonsoir Jacqueline! Quelle nice surprise! Jack a told moi so much about vous! Il vous fancies quelque chose rothen!'
'Ah. Je regrette –'
'Dites pas more, Jacqueline. Je comprends complètement. Mon frère Jack, il est un berk.'
'Un berk? Qu'est-ce que c'est, un berk?'
'Pardon – un total idiot.'
'Ah oui. Un berk... Non, il est un petit sweetie, really. Pas mon type, hélas. Mais mon frère Jacques, il est aussi un berk.'
'Oh non! Quel dommage!'
'Oui. Quel dommage indeed.'
'Mais Jack m'a envoyé un photo! J'ai cru que votre frère Jacques était absolument gobsnacking gorgeux! Ces yeux profonds de brun! Cette jaw forte et resolute! Cette petite sexy moustache! Cette kinky rouge pompon –'
'Jackie, Jackie! Jacques, il est très charmant, mais prenez mon mot pour it, il est un berk.'
'Comme tous les hommes de tout le monde, eh? Alors, Je comprends, Jacqueline. Je suis desolée, though. Mon père 'Arry, il m'a dit qu'il était probablement fixed up avec quelqu'une already?'
'Fixed up?'
'Il est marié, peut-être? Ou il a une copine steady?'
'Non – 'ow do you say, Jackie? Jacques, il est un "free agent". Il a un understanding avec la Principal d'un Teachers Training Collège somewhere en Angleterre, mais rien de particulier... Anyway, Jackie, Jack et Jacques, ils sont partis, tous les deux, tres bientôt, pour un deployment around le monde à bord de notre frigate furtive Aconit. C'est une recipe pour désastre, je crois, quand ils sont toujours ensemble des mois entiers. Trop de tentations... Mais j'ai une solution!'
'Allez, Jacqueline! J'écoutez!'
'Écoutez ceci, then, Jackie! Nous écrivons les love lettres à Jack et Jacques – sous les noms de plume, naturellement – avec la promesse de nuits de steamy passion quand ils sont retournés. Ils sont thereby continues sur un – 'ow do you say again, Jackie? Sur un even keel, eh?'
'C'est une bonne idée! Quel bleedin' nasty trick! Er, êtes vous ever en Angleterre, Jacqueline?'
'Oui, par coincidence Mercredi prochain – next Wednesday, Jackie. Mon oncle, il a un posh restaurant dans l'Ouest End de Londres, et il m'a invité pour la grande ouverture.'
'C'est mon jour off from Le Salon International Unisex de Jules de Peckham!'
'Non? Vraiment? Je vous donnerai l'adresse – et nous aurons une nice girly chat, hein?'
'Oui! Brilliant! Bonne nuit, Jacqueline!'
'Bonne nuit, Jackie!'



Illustrations par Tuba.



● **Mother ship:** RFA Fort George with Sea Kings carrying out flying operations.

Pictures: LA(PHOT) Graham Meggitt.



Navy man sees aid at first hand

A CHALLENGE to provide £50,000 to set up a school in Maputo, capital of Mozambique, was taken up by a Navy man from Leicester and fellow church members.

And three years on, WO Mick Elliott has been to the flood-stricken country to see the results of his church's efforts.

Aylestone Baptist Church became the focus for collections in the East Midlands area, and the Christian Academy now caters for 39 children of aid workers from 11 countries.

"I have wanted to visit the Academy ever since it opened, and it was something I never thought I would be able to do – to visit today and see the funds we raised being put to use was a very exciting moment," said Mick.

Aid effort knows no boundaries

ROYAL NAVY and Royal Fleet Auxiliary personnel have been rolling up their sleeves to get tonnes of life-saving supplies to stricken villages in Mozambique.

One-stop supply ship RFA Fort George was detached from the HMS Illustrious task group in the Arabian Gulf to help relief efforts after tropical storms and floods devastated the country.

With her went five Sea King helicopters from 820 Naval Air Squadron, which had been embarked on HMS Illustrious.

As *Navy News* went to press, the 36,500-tonne ship was in the port of Beira, loading relief stores – no

easy evolution in itself, as there are no tugs available and charts of the river port are not always accurate.

Her captain, Capt Les Coupland, said: "We loaded about 300 tonnes over the course of 36 hours – maize, sugar, beans, general farming implements, water containers – basic necessities of life."

"What struck me was how everybody pulls together – RN in the form of the squadron, RN in the form of the air engineering department, stores civilians and RFA crew."

"It was a hot evening, but everyone not on watch or with other duties was on the jetty, regardless of rank – and that was a source of great pride."

The ship is operating in the Save River and Machanga area, south of Beira.

"We are still taking aid to areas where people have not received anything yet," said Capt Coupland.

Helicopters are flying stores ashore, and the ship's boats have been delivering to islands in the river delta.

As Fort George carries some 1.5 million litres of aviation fuel, as well as all kinds of stores, she has also proved her worth as a helicopter command ship, and has been

used to refuel and direct aircraft from a number of nations in the relief effort.

In using Fort George as a forward logistics platform, delivery of relief has been way beyond expectations – 170 tonnes delivered in two days – and has won praise from aid organisations in the area.

Navy photographer CPO Stu Antrobus was also involved in the relief effort, codenamed Operation Barwood.

"Flying over vast areas of vegetation, the scale of the problems caused by the recent floods begins to unfold," he said.

"Roads have been swept away, villages flattened, plantations waterlogged and thousands of people displaced."

"Fast-flowing rivers carrying tons of mud and debris have changed the geography of the land."

CPO Antrobus also noted how the torrential rain which caused the problems in the first place also hindered relief work – storms so heavy that even taking off became a very difficult operation indeed.

The RFA vessel, with her complement of Sea Kings, is scheduled to leave Mozambique by the end of March to return to the Gulf task group, but the final decision to let her go had not been made as *Navy News* went to press.

Fuller commentary by CPO Stu Antrobus on his deployment to Mozambique is available on the *Navy News* website at www.navynews.co.uk



● **Flag-waving:** Children of Iiha Chiloane village in Mozambique welcome another delivery of aid by an 820 NAS Sea King (above), while LWACMN Jules Nixon (in green) and Lt Sarah Hunwicks prepare a load manifest of aid on the flight deck of RFA Fort George (right).

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● **Helping hands:** Villagers from Iiha Chiloane unload a Sea King (above).



● Work in progress: Nuclear submarine HMS Talent is due out of refit at the end of the summer and back in sea training by the autumn.



Facts and figures

Class: Trafalgar-class fleet submarine
Pennant number: S92
Builder: VSEL, Barrow-in-Furness
Launched: April 15, 1988
Commissioned: May 12, 1990
Displacement: 5,200 tonnes, dived
Length: 85.4 metres
Beam: 9.8 metres
Draught: 9.5 metres
Speed: In excess of 25 knots, dived
Diving depth: In excess of 175 metres
Complement: Up to 130, including 18 officers
Main machinery: One Rolls-Royce pressurised water nuclear reactor; two GEC turbines; one shaft; pump-jet propulsor; two WH Allen turbo generators; two Paxman diesel alternators; one emergency drive motor; one auxiliary retractable propeller
Weapons: Sub Harpoon missiles; five 21in bow tubes for wire-guided Tigerfish torpedoes. Mines can be carried in lieu of torpedoes
Radar: Navigation: Kelvin Hughes Type 1007; I-band
Sonars: Range of hull-mounted active and passive sonars for navigation, search, attack, ranging and classification
Affiliations: London Universities RN Unit; Shrewsbury and Ellesmere College, Shropshire

Talent must remain hidden

ALTHOUGH HMS Talent has no official motto, the current Trafalgar-class submarine has taken a quote from a poem by John Milton as its own.

Death to Hide comes from the poem by the great writer and artist about his blindness: "And that one Talent which is death to hide".

The notion of a hidden Talent is important in the role of the T-boat, as the key to her success lies in remaining undetected in everything that she does.

Her original role was that of a modern-day battleship: seek out enemy ships and submarines, and destroy them.

But with the confused geopolitics of the early 21st century, the traditional notion of enemies deploying similar weapons and equipment is not of overwhelming importance, and the fleet submarines of the Royal Navy must be flexible enough to fulfil a range of tasks to which their capabilities suit them.

The ability to remain invisible to enemy sensors means boats can conduct surveillance operations without any indication that a British vessel is present.

This also sows the seed of doubt in the mind of foreign powers – could an SSN (Ship Submersible Nuclear) be operating in the theatre?

And if it is hidden, then it has the benefit of surprise when it is finally called into action.

With increased understanding of the nature of the oceans – layers of salinity and temperature which can provide 'shadows' in which a submarine can hide – the chances of detection are still slim.

And with her ability to stay away from base and submerged for long periods – RN SSNs have a standard endurance of more than 70 days, only limited by the needs of the crew – there are few seas denied to Talent and her like.

She is powered by a Rolls-Royce nuclear reactor, which drives two steam turbines for the main propulsion system, and also creates electricity through turbo-generators. The submarine has a large DC battery which provides power while the reactor is shut down.

She can attack other vessels using Sub Harpoon anti-ship missiles or wire-guided Tigerfish torpedoes. She is not expected to be

converted for TLAM cruise missiles until the middle of the decade. HMS Talent, part of the Second Submarine Squadron based at Devonport, has spent a total of 1,232 days at sea since commissioning, mostly outside base port area on operational patrols.

She is expected to undertake basic operational sea training in the autumn, and will return to operational status early in 2001.

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Submarine scarred by accidents

THE NAME Talent has only been used for submarines in the Royal Navy – and two of the three boats given the name have had other identities.

The first Talent, built by Vickers Armstrong, was commissioned on July 17, 1943, but her Royal Navy career was a short one.

She was sold to the Royal Netherlands Navy on December 6 that same year, and commissioned as the HNLMS Zwaardvis.

Zwaardvis distinguished herself during the remainder of the war, and was finally sold for breaking up in July, 1963.

During 1944 a second HMS Talent was ordered, but was cancelled before building had started.

On February 13, 1945, a new subma-

rine – HMS Tasman – was ordered, but by April the name had been changed to HMS Talent.

This boat had a long and militarily uneventful life – but she was no stranger to incident.

Talent was one of a handful of older T-class submarines which underwent streamlining conversion work in the early 1950s.

Carried out during planned refit periods, the streamlining included the loss of her gun, her external torpedo tubes were removed, the casing and bridge were rebuilt and a high-capacity battery was installed.

But disaster struck in December 1954, when a caisson at the mouth of the dry dock proved to be insufficiently bal-

lasted to cope with a particularly high tide, and lifted.

Water rushed in, sweeping the caisson into the dock and damaging the boat, which was itself swept out of the dock and grounded on the opposite river bank, killing four workmen.

She was repaired and re-entered service, but was again in the wars in

1956, when her conning tower was severely damaged when she was rammed by a merchant ship while submerged off St Catherine's Head on the Isle of Wight.

The boat continued to serve until 1967, when she finally decommissioned, and she was sold to be broken up for scrap on February 28, 1970.

● HMS Talent in March, 1956.



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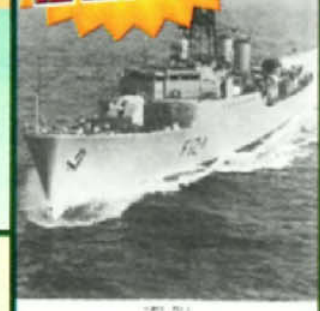
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Letters



JACK

BY TUGS



Full speed US-style

WOULD any of your readers know the origin of the US Navy's term for emergency full speed – ie, "flank speed"?

I wrote to the US embassy and they directed me to their historical college in the States. They didn't reply. I tried the RN Museum at Portsmouth hoping the RN would score – but no.

Finally I wrote directly to President Bill Clinton at the White House – and I had a letter back saying he couldn't answer the question either. – P. Fender, Romney Marsh

Caring Kipling

REGARDING HMS Kipling (March issue), in May 1942, while on patrol with HMS Jervis and HMS Lively, we came under attack from enemy aircraft.

HMS Lively got hit and sank. Once again the Kipling came to the rescue, picking up 117 survivors. Sometime later the Kipling was also hit and sunk.

During her short but hectic two and a half years afloat, she managed to pick up over 400 survivors, which must outstrip HMS Cossack's record – so I'm glad she finally got a mention. – J. Sinclair, Rotherham

Coaling Cyclops

READING your feature "Royal Navy 1900", I was serving in the Submarine Training Flotilla in Scotland during the war and our depot ship was HMS Cyclops. If you were unfortunate enough to be aboard when she coaled ship you had the pleasure of assisting.

The only people who were excused were Telegraphists, due to them having to protect their ears. It took some time to get all the coal dust out of the "nooks and crannies" as the bathroom was a sweltering place and it was difficult to dry off after bathing in the little round tin baths. At least when I left the Navy I had no urge to become a coalman. – D. Radwell, Falmouth.

Dirty dancing with Lady Nancy . . .



I AM one of the few matelots who had the dubious honour of dancing with Nancy, Lady Astor. In the summer of 1941 it was decided to have a morale-boosting knees-up on Plymouth Hoe – a sort of Sir Francis Drake bowls match to give the troops a lift.

An Army band supplied the music, Service men and women forming a rough oval dance space. In the time-honoured tradition of the British male, no-one made a move – even though Glenn Miller's "In the Mood" was at full blast.

So the self-appointed MC, the formidable Lady Astor, took a hand – actually my hand, and dragged me, petrified, into the arena, to the roar of whistles and ribald comments from my peers.

"Come on! Come on! You can dance, can't you?" shouted her ladyship. I was flung about like a rag doll, completely overwhelmed by the close proximity of this powerful woman (I was only 18).

After a disastrous half-circuit I was tossed aside and she grabbed a tough-looking Marine – who looked quite terrified as she hurled him about with all the finesse of a butcher heaving a side of beef.

While all this was going on, ack-ack batteries on the breakwater and the coast opened up at a couple of enemy planes approaching from seaward.

"Never mind them!" shouted Lady Nancy. "Who's next?" This caused a stampede from the front row to the back.

Wasn't she the MP for Devonport? I seem to remember an alleged comment from her that sailors were a VD-ridden, drunken shower – not quite a tactful description of her constituents, however temporary!

But she certainly couldn't be faulted for guts and determination. When the Army band began to pack up amid wailing sirens and booming guns, she shouted at them: "Never mind the bloody Krauts, keep on playing! Let's have something lively!"

So powerful was her personality that the band stayed – and so did we. The enemy aircraft turned back to the safety of France – perhaps they had caught a glimpse of her Ladyship ranting and raving on Plymouth Hoe! – M. Cross, Keynsham, Bristol.

American-born Lady Astor (1879-1964) was Britain's first woman MP, representing Sutton Division, Plymouth from 1919-45 – Ed

Maximum value

MY BROTHER and I are both ex-RN floggers. He was a gunner on board a Flower-class corvette and I was a radar operator with the RN Patrol Service.

Our kid takes the Navy News and passes it on to me. It is very good value and keeps us up to date with progress in the Service.

After reading it umpteen times I deposit it with our local library, where it is very welcome and where we hope it may encourage some young people to join the Royal Navy. – S. Mayor, Pelsall Village, West Midlands

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. E-mail correspondents are also requested to provide this information

Daring sailor whose number didn't come up: was he alone?

I was greatly interested to read your article on the sinking of HMS Daring – and particularly in the number of survivors.

At the time I was a leading seaman in HMS Ilex and was snoring peacefully in my hammock when the call came "Away life boats crew" (not sea boat's crew as usual).

I shot out of my hammock, donned watch coat over my pyjamas and manned the whaler as Cox'n. Everything was black as blazes, so I borrowed a Pusser's torch and away we rowed in roughly the direction indicated and presently came upon the stern of the Daring sticking up out of the sea.

Shining my torch at the stern I could see depth charges still in the racks – so I decided to go astern and get up from her counter.

I hadn't gone too far when we heard a cry for help, so I took the whaler back and shining my torch (which never gave much light anyway) at the stern once more I saw a seaman spreadeagled over the pennant numbers.

We managed to get him off and then drifted off to wait the dawn – at which time a submarine surfaced alongside us and we transferred the sailor to it. We were left and were picked up by Captain 'D' and taken to Scapa.

What intrigues me is, as far as I know that was the only survivor. To this day I have never heard of there being any more and I would dearly like to know who the other three were and how they were saved. I never got to know the name of the lad we saved either, or even the name of the submarine we put him aboard. – R. G. Hoskins, Wargrave, Berks

THE SAILOR from the Isle of Wight who was killed in the Daring was Charles Webster who was a good friend of my father, Les Slade, who was also in the Navy and came from the Isle of Wight.

He and his wife spent their wedding night in my parents' front room in Mafeking Road, Portsmouth. After the war we regularly visited his mother at Tennyson Road, West Cowes. When my brother was born in 1945 my father gave him the name of Charles in his memory. – A. Slade, Southsea, Hants.

● Below: HMS Daring

'Keep the name Aconit flying'

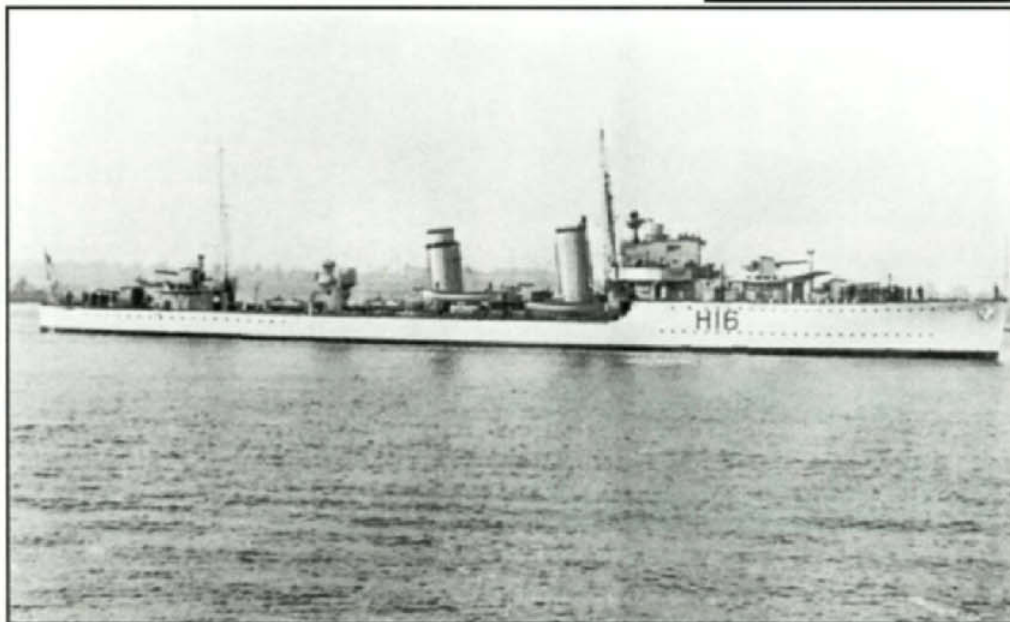
I NOTICE that the French La Fayette-class frigate Aconit will be part of the coming global task group led by HMS Cornwall.

On March 10, 1943 HMS Harvester was escorting convoy HX 228 when an attack was made by U-444. The ss Andrea F. Luckenbach and ss Tucurica were torpedoed, the former being sunk straightaway and the latter sinking later.

HMS Harvester forced the U-boat to the surface with depth charges, then rammed and sank it, taking five prisoners.

The Harvester was considerably damaged, so HMS Escapade took over and the French corvette Aconit (ex HMS Aconite) stood by the Harvester. The prisoners reported that there were 12 U-boats in the neighbourhood of the convoy and on March 11 the convoy was attacked again and the Harvester was torpedoed twice while lying disabled. She broke in two and sank at about 1300. The Aconit went to assist and forced the U-boat (U-432) to the surface with depth charges, hit the enemy repeatedly with gunfire and finally rammed and sank it. She also took on board survivors from the Harvester.

Give my regards to the new frigate and keep the name Aconit flying. – Fred Ilderton, Grays, Essex



No. 549 46th year

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Letters



Single cabin ships not so far-fetched

IT WAS with some dismay that I read the "spoof" letter illustrating 2SL's vision of the future (January issue). In a role where accuracy and attention to detail is so important, his error on the date of the letter was unforgivable – 2020, perhaps, but not 2010.

I have no argument with the idea that the sea-goer of the future will be e-mailing letters home as this is purely a technical improvement. Neither have I any argument with the RN paying to fly partners out to deployed ships, but I wonder where the budget will be found.

What I do find unforgivable is the repeated suggestion, previously expounded in PR videos, that the next generation warship will have single cabins for Junior Ratings.

In my role as a Ship Inspector at CNSA I am closely involved in the design of future warships. Our next generation big ships have Junior Ratings in Messdecks ranging from six to 24-man capacity and bathrooms where I am trying to fit six sinks, two showers and two dressing positions in a space 2.5m by 2.5m.

Up until quite recently the arrangement and provision of ablutions in the LPD(R) would have meant this particular ship's company having Call the Hands 45 minutes earlier than any other ship just to get everyone through the bathrooms before Turn To.

Currently, the future escorts undergoing design development won't even have Senior Ratings in single cabins, never mind Junior

Ratings. – Lt Cdr J. T. Holden, Bristol.

2SL's office replies: The 'Dear Mum' letter was originally read out by Admiral Brigstocke as a slightly less serious element of his address to the Royal Naval Benevolent Trust.

Clearly it was a tongue-in-cheek way to crystal ball-gaze into the future and 2010 is not as far fetched as it first appears. The underlying theme of improving accommodation and habitability in future designs of ships is very real. Maybe single berth cabins for all is still too high an aspiration and, to be fair, the letter does not quite say that, but there is no question that we must improve on the provision in the LPD(R) and Lt Cdr Holden's ingenuity of fitting a quart into a pint pot is to be applauded. It is for that very reason that 2SL has become fully involved in laying down the minimum habitability standards in future ships and the Type 45 will be the first surface combatant to be cabin and not mess deck-based for the ship's company. This will become the template for further improvements in future classes, so perhaps the spoof article is not so far wide of the mark after all.



UNTIL a few years ago I was employed by Naafi and for many years delivered stores to HM ships – which I loved. Just over a year ago I started drawing. I am not an artist so I am not qualified to say if they're any good but I am wondering whether there is a future in it. This one of HMS Ark Royal was taken from an old Navy Days guide, with some extra detail from back numbers of Navy News. – Roy E. Smith, Paulsgrove, Portsmouth.

We think Mr Smith's work is very good indeed. If anyone has any commissions for him, he may be contacted through me – Ed

New line on an old Ark

Vanguard tragedy

THE PHOTOGRAPH of HMS Vanguard firing her main armament caused me to reflect on the tragedy that this fine, handsome and imposing ship was not saved for posterity.

Historically she was highly significant being both the last of the line in battleship construction and holding the record to date of being the largest warship of any type built for the Royal Navy.

It was particularly unfortunate that her demise on August 4, 1960 when she made her final voyage from Portsmouth to a Scottish breakers yard came shortly before the preservation movement in this country, whether it be to save warships, steam locomotives or even old buses, really began to get seriously underway.

Even so, a certain Lt Cdr Boaks had a scheme to preserve Vanguard in a specially-built dock in the Thames near Waterloo Bridge.

Had this or any comparable plan prospered, then Vanguard today would assuredly be an immense tourist attraction. As Lt Cdr Boaks reportedly said: "Every visitor to Britain would go straight to see it." – R. D. Hyslop, Surbiton, Surrey.

Anniversary present

I PLACED an advertisement in Navy News personal column in May or June of 1990: "Attractive air hostess seeks dashing young Naval officer for air/sea relationship!"

I'd just like to inform you that a particularly dashing chap replied and we've been married for seven years this April.

I didn't keep the particular copy and wondered if you might be able to find it in your archives.

A very big thank you to Navy News for finding this handsome hunk! – Joanna Pryce, Milnathort, Kinross.

Copy found and duly forwarded. Have this one on us. – Ed



Warm appreciation

WHERE did Tugg get his inspiration for the 'Jack' cartoon in the December issue (Jack, sweltering under a tropical sun, writes home thanking his mum for his Christmas present – a Norwegian sweater)?

During the early part of 1944, serving as a LAF(A) with 1834 RN Air Squadron on board HMS Victorious operating on the Murmansk run, I wrote my mother to knit me a jersey with carpet wool!

It was as a POAF(A) on our return from operations with the BPF in the Pacific after the capitulation of Japan when HMS Victorious received delayed mail at Manus Base in the Caroline Islands.

I received a bulky parcel with my jersey inside. Reading a note from my mother explaining how quickly she was able to knit the jumper and hoping it would keep me warm in the cold weather made me laugh at the irony. Thanks, Tugg, for recalling one of my many fond old memories of long ago. – J. Harmer, LaSalle, Ontario.

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New stage reached in trials on board

ANOTHER milestone in the introduction into Royal Navy service of the Merlin helicopter came with the landing-on of this aircraft in HMS Lancaster.

It was the first time that an RN production Merlin had landed on a Type 23 frigate at sea – and it was the first time that it had happened with an RN pilot at the controls. He was Lt Cdr Jerry Boddington, a former Lynx flight commander and now a specialist test pilot based at Boscombe Down.

During two days of trials off the South Coast, the aircraft of 700M Naval Air Squadron tested a new deck handling system for the Merlin – PRISM, a combination of wires and hydraulic winches attached to the flight deck, hangar and waists.

Lancaster is the first ship to be fitted with the equipment which costs £1 million per vessel.

More trials are due to be held in July to refine operating limits, and it is hoped that a Merlin will be embarked for a joint maritime course later this year.

Following her 14-month refit at Devonport, the Portsmouth-based Lancaster has completed three months of trials and noise-ranging off Scotland, and has conducted Seawolf surface-to-air missile trials off the South Coast.

She is due to undergo basic operational sea training in May and June.



SEA KING PIONEER UNIT IS BACK FOR MERLINS

THE FIRST operational squadron of the Royal Navy to be equipped with Sea King helicopters 30 years ago is to be reformed and will become the first operational unit to receive the new Merlin aircraft.

On June 2, 824 Naval Air Squadron will commission at RN air station Cuddephoe for the first time since being disbanded in 1989. It will be under the command of Cdr Phil Shaw, formerly CO of 700M Squadron, the unit set up to trial the Merlin.

In 1970, 824 was chosen as the first front-line unit to operate Sea King HAS 1 anti-submarine helicopters and was embarked in HMS Ark Royal.

Its primary purpose on reforming will be to provide a fully integrated training system for all Merlin aircrew and maintainers. An advance party was established at the beginning of this year, and has already started conversion training.

The squadron will be equipped with eight Merlin HM Mk 1 aircraft as well as system simulators, park-task trainers, computer-based training facilities and other training media and devices. It will also be ready to provide aircraft for operational tasking.

Formed in 1933, 824 NAS was equipped with Swordfish torpedo bombers during World War II. Two of its aircraft joined HMS Illustrious for the historic raid on the Italian fleet at Taranto in 1940, though for much of the time the unit flew from the carrier HMS Eagle, and was lost with that ship when she was sunk covering a Malta convoy in 1942.

Reformed soon after, 824 flew from HMS Unicorn on Arctic convoy duty, and near the end of the war was equipped with Barracuda aircraft as part of the British Pacific Fleet. In 1958 the squadron converted to helicopters, its first aircraft being the new Westland Whirlwind HAS 7s.

■ The 20th anniversary of operating with Sea Harriers was being celebrated by 800 Naval Air Squadron at the end of March. It became the first embarked Sea Harrier Squadron in HMS Invincible in 1980.

FAA Museum's cool facility

A NEW world-class storage facility is now being used by the Fleet Air Arm Museum to house and preserve its reserve collection.

Aircraft stored there include some of those which have had to be moved out of the Yeovilton museum's Concorde Hall while it is refurbished as the site of a new, interactive exhibition.

The work at the museum forms part of a £5.4 million Heritage Lottery project. The storage building has been designed with a high level of insulation and has controlled, electronically monitored temperature and humidity. That will help to ensure a stable environment for the preservation of artefacts, including aircraft.

Uniform run by marathon sailors

TWO SAILORS will be running in the London Marathon with the Navy on their mind.

For one, it is a chance to give something back to the Service as he leaves.

CPO Ian Waterhouse will be running his first marathon in memory of Lt Cdr Jim Acton, who died in the Turkish earthquake last year, and for ex-LWWTR Tracey O'Shea, who died of cancer last year.

Money raised by Ian will go to King George's Fund for Sailors – and with colleagues on the staff of Flag Officer Surface Flotilla and ships chipping in, he has already been promised more than £400.

Anyone wishing to contribute should make cheques payable to 'FOSF Central Fund' and send them to CPOWTR LJ. Waterhouse, FOSF HQ, PP73A, Jago Road, HMNB Portsmouth.

PO Andrew Duffy is also making the London event his marathon debut – and intends to run in his tropical white uniform.

Andrew is raising money for the Sargent Cancer Care for Children, and his target is £1,500.

Contact Michelle Levan at the charity on 0208 752 2888.

Navy Days 'will be best military show'

ORGANISERS of this year's Chatham Navy Days are predicting that it will be the most spectacular military event of the year.

Chief executive of Chatham Historic Dockyard Trust, Joe Creighton, said ships from the Royal Navy and overseas fleets would be supported by one of the largest military displays this year at the event on May 27-29.

Air shows are expected to include fighter aircraft as well as Sea King helicopters from 814 and 819 Naval Air Squadrons, and a Lynx from 815 NAS. A Swordfish

and Sea Fury from the Fleet Air Arm Historic Flight are also expected to take part.

Activities in the main arena will include the Parachute Regiment's 60ft-high training tower – which intrepid members of the public can try out.

Ticket enquiries can be made by calling 01634 823800.

■ Family ticket competition entry form – page 27.

MONEY FOR OLD ROPE

THE EXISTENCE of the oldest traditional ropemaking concern in Britain – and probably the world – has been secured with a £200,000 Euro-grant.

Master Ropemakers Ltd, of Chatham Historic Dockyard, received the grant from the European Regional Development Fund to invest in modern technology. The new equipment will operate along-

side the company's traditional facility where machines dating from as far back as 1811 are still in regular use.

Rope has been made at Chatham since 1618 and the ropemakers' present building dates from 1728. Among the contracts being fulfilled is an order for rope for the re-rigging of HMS Victory at Portsmouth.

Managing director Colin Parr said the grant had scotched speculation that the Ropery was to close. A fuller service would be offered to customers, including the Royal Navy.

The building is open to visitors, and details can be obtained on 01634 823800 or on the website:

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Mercy-mission ship wins glittering prize



ON THE bridge of the helicopter carrier HMS Ocean, Commander of the Royal Navy's Amphibious Task Group, Commodore Niall Kilgour, receives the Wilkinson Sword of Peace in recognition of the Service's humanitarian role in the wake of Hurricane Mitch.

When the storm devastated Nicaragua and Honduras in late 1998, Ocean with the frigate HMS Sheffield and RFAs Sir Tristram and Black Rover formed a combined task group which saved dozens of people who had been swept out to sea, and whose shore parties restored power and sanitation within days.

A crucial part was played by the Sea King helicopters of Ocean's embarked air squadrons - 815, 845 and 847, as well as the troops on board. They were members of 45 Cdo, 539 Assault Sqn, 29 Cdo Regt RA, Royal Engineers and Dutch marines.

The sword, one of three awarded annually to each of the Armed Forces, was presented by Malcolm Ordever of Wilkinson's while Ocean was alongside at her Devonport base.

Commodore Kilgour said the sword would be displayed in one of Ocean's main passageways where visitors and personnel could see it.

■ Ocean's new task - page 25

PARENTAL LEAVE FOR FORCES

SERVICE PEOPLE who have children born or adopted after December 15 last year can now take up to 13 weeks unpaid parental leave for each of the children as a result of new laws.

It has been made clear that members of the Armed Forces are not exempt from the Employment Relations Act's Parental Leave Regulations which came into force on December 15.

Parental leave is intended to allow parents of either sex, whether married or not, to take time off from work to care for a child, as long as the child is under five - or under 18 if adopted.

Guidance given to commanding officers points out that parental leave can only be given after the applicant has completed a year in the Service and that the leave must

be taken in minimum blocks of one week, up to a maximum of four in any year. The leave can be postponed for pressing reasons, but the Naval Service must respond to applications promptly, and once the leave has been authorised it can only be changed in what are described as 'exceptional circumstances'.

Grounds for postponement on application might include instances where the leave dates coincide with operational commitments, a pre-planned training course, a known requirement for all manpower to be available for duty, or where a minimum manning level must be ensured to maintain operational effectiveness.

On postponement, mutually agreed alternative dates must be negotiated, although operational requirements could justify prolonged deferment.

Also, there could be grounds to recall personnel from parental leave on operational grounds.

The leave will not count towards seniority and pension rights, and may involve an equivalent extension of service.

With proper notice and command approval, the leave can precede or follow maternity leave or normal leave.

The career of anyone taking parental leave must not be affected detrimentally, so people will still be considered for promotion and appointments while on leave.

Present regulations also provide for people who have taken parental leave to return to the job in which they were employed or, if that is not practical, then to another suitable and appropriate job.

The Naval Service interprets that as a right to return to the previous post, but where that is not possible, to a post of equal status within the same area.

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Savings scheme ends with MIRAS

THE SERVICES Home Savings Scheme is closing to new savers as a result of the Government's decision to scrap MIRAS - the system which gives mortgage interest relief at source.

No new savers will be accepted after April 1, when MIRAS ends.

The savings scheme has been running since 1992 and was designed to encourage Service people to save towards buying their own property, and to promote home ownership.

When the savings are withdrawn for house purchase, the Ministry of Defence augments them and the interest with a special allowance - the Home Savings Allowance (HSA), a taxable benefit calculated

against the amount of MIRAS at the time.

The end of MIRAS removes the basis for HSA, and without that the Services Home Savings Scheme as a whole is not viable.

However, existing savers, and those who join the scheme before April 1, will be able to continue to save in the scheme and - up to March 31, 2005 - can claim HSA, but only on savings made and interest earned before April 1 this year.

It will no longer be necessary to save for five years before being able to close the account and claim HSA, and from April 1 savers no longer have to make monthly deposits into their account.

More details are published in Joint Service Defence Council Instruction JS 17/2000.

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People in the News



Petty Officer's last RAS

PETTY Officer Carl Haines said farewell to his favourite shipborne pastime of RASing (resupplying at sea) by taking the con during the final evolution of HMS Somerset's deployment.

The ship was taking on supplies from RFA Grey Rover during the last part of her deployment as Atlantic Patrol Ship (South) and Carl was given plenty of encouragement by 'mates' on the RAS point who were complaining of 'an unsteady course.'

PO Haines, who is about to start his final draft at HMS Raleigh, took the driving aspect easily in his stride and said: "Conning the ship is easy, you should try being in charge of the RAS point!"

Reserve officer pilots Concorde

NAVAL RESERVE Officer Peter Benn is a real high-flyer - he's just qualified as a Concorde pilot!

The Lieutenant from HMS Northwood has just completed a conversion course from the Airbus A320 and is now flying the supersonic jet between London, New York and Barbados.



● **HIGH FLYER:** Lt Peter Benn RNR who is now flying Concorde between London, New York and Barbados.

He said: "I always wanted to pursue a career in professional aviation, but also have a strong interest in sailing and the sea. Joining the Royal Naval Reserve allowed me to fulfil both ambitions."

Peter qualified as a barrister in 1987 and went to Oxford Air Training School to train as a commercial pilot before joining British Airways in 1989.

His first aircraft was the Boeing 737-200 and he went on to the European fly-by-wire Airbus before finally converting to Concorde.

In the meantime, Peter joined the RNR as a seaman officer in the minewarfare branch of the RNR in 1992 and transferred to the

Public Affairs Branch in 1997 where he provides media handling skills during international exercises and operations and visits by RN ships to ports world-wide.

Commenting on his career, Lt Benn said: "I have the best job in the world. Concorde is superb and it is a lifetime's ambition fulfilled

being able to fly her and to be part of the team which operates this magnificent aircraft, and the Royal Naval Reserve provides a further fascinating challenge."

□ For more information on the Royal Naval Reserve call HMS Northwood 01923 843460.

Chefs compete in catering olympiad

NAVY CHEFS were among the medal winners at a prestigious hospitality and catering industry contest held at Earls Court in London.

Hotelympia 2000 saw Service men and women from all three Armed Forces competing against some of the country's top chefs.

WCH Ursula Ball from HMS Fearless won a silver medal and 1st in Class in the 'First Course Dishes' section and a certificate of merit and Gold Medal for Hygiene in the 'Fungi' section.

CPO David Galpin from the RN Cookery School at HMS Raleigh won a Silver Medal and 1st in Class in the

'Senior Fish' section and a certificate of merit.

HMS Nelson's CH Chris Shields picked up a Bronze Medal as part of the Junior Cook and Serve Team.

And the Royal Marines won a Silver Medal in 'Field 2000' after producing a full menu using the basic equipment available on operations.



● **FEELING THE HEAT:** WCH Ursula Ball

Skoolies go back to sea



CHANGES in Common Fleet Time for all Young Officers have brought together five 'Skoolies' in HMS Illustrious.

Young Officers of the ETM sub-branch now go to sea for four months to complete their task books before entering professional training at RNSETT and Lts Faye Stiles and Sarah Buck joined the ship for her Gulf deployment.

They are pictured with their boss, YO Training Officer Lt Cdr Steve Tatham, Education Officer Lt Bev Higson and Lt Tom Harrison who is assisting Lt Higson and reviewing the Navy Star computer system.

IN BRIEF

Something to smile about



HMS DRYAD'S Joanne Strutt has become the youngest ever winner of the RN/RM Sports Lottery - just two months after signing up!

The 17-year-old from Ipswich said: "I can't believe I've won this amount - it's great. I'll be able to pay for driving lessons, treat my friends to an evening out and save some for a rainy day."



EXPERT assistance to the Royal Malaysian Navy earned CPO Paul Edis a Herbert Lott Award from Flag Officer Sea Training.

CPO Edis, who is now serving in HMS Cornwall, trained two crews on board the RMN Lekie in all aspects of fire-fighting and damage control.



AFTER recruiting 300 RN personnel CPO Alan Davies has created a vacancy by retiring!

CPO Davies served the Navy for 42 years and has been a stalwart of the Inverness Recruiting Office for the last 11. His retirement was marked by a visit from Director Naval Recruiting, Commodore Anthony Chilton.



ONE OF the longest serving instructors at RN Air Station Culdrose has been awarded the Imperial Service Medal.

Guy Broughton joined the Fleet Air Arm as a pilot in 1961 and flew Wessex and Wasp helicopters before becoming Chief Ground Instructor, and the medal recognises his 25 years in the Civil Service.

Culdrose CO Commodore Tony Hogg, said: "Guy will forever be part of my memories of the early days of flying training and he is part of the fabric of naval service for many of us here at Culdrose."



People in the News



● **TAKING NO CHANCES:** BBC Weatherman David Braine

TV weatherman calls at Culdrose

BBC WEATHERMAN David Braine was a familiar face among 100 RNR officers who visited Culdrose air station for a training weekend.

David is a member of the RNR Air Branch, which was formed in 1980 to provide a pool of experienced men and women to support regular forces during peacetime and take over key roles in times of crisis or tension.

And the training allowed staff at RNAS Culdrose to bring the visiting officers up-to-date with the latest naval policies and operational activities.

VIPs at the training weekend included the Chief of Defence Intelligence, Rear Admiral Sir Alan West, Flag Officer Naval Aviation, Rear Admiral Iain Henderson and Lady Mary Holborow, Lord Lieutenant of Cornwall.

Veteran is first to gain from new pet passport law

D-DAY VETERAN Trevor Ireland was the first person in the UK to benefit from the introduction of a 'pet passport' scheme which radically changes the UK's law on quarantine.



● **Trevor Ireland returns from Normandy with his guide dog Aden, the first animal to benefit from a new 'pet passport' scheme.**

The former Royal Marine, who is blind, visits Normandy every year to commemorate the officers and men of 48 Commando who died in the front-line of the D-Day invasion.

For the last five years he has campaigned for the right to take his guide dog Aden with him and he finally won a dispensation from the House of Lords for his latest trip, which took place before the new law came into effect on March 1.

Aden had a series of blood tests and was vaccinated against rabies before being fitted with a microchip which confirms his identity and allows customs and excise officers to check his veterinary records.

And when Mr Ireland returned to the Portsmouth three Royal Marines from assault ship HMS Fearless and five RM buglers were there to welcome him.

Chaplains gather at Lymestone

ALL NINE Commando-trained RN Chaplains were brought together for a special occasion at CTC Lymestone.

The Chaplains, who have all completed the All Arms Commando Course which entitles them to wear the Green Beret, were marking the retirement of Senior Chaplain Wynne Jones.

Lymestone is the home of Commando Training and Chaplain Jones and the visit was hosted by CTC's resident Chaplain Peter Scott.

● **GREEN BERETS:** Senior Chaplain Wynne Jones (top left) with the eight other Commando-trained RN Chaplains at CTC Lymestone.



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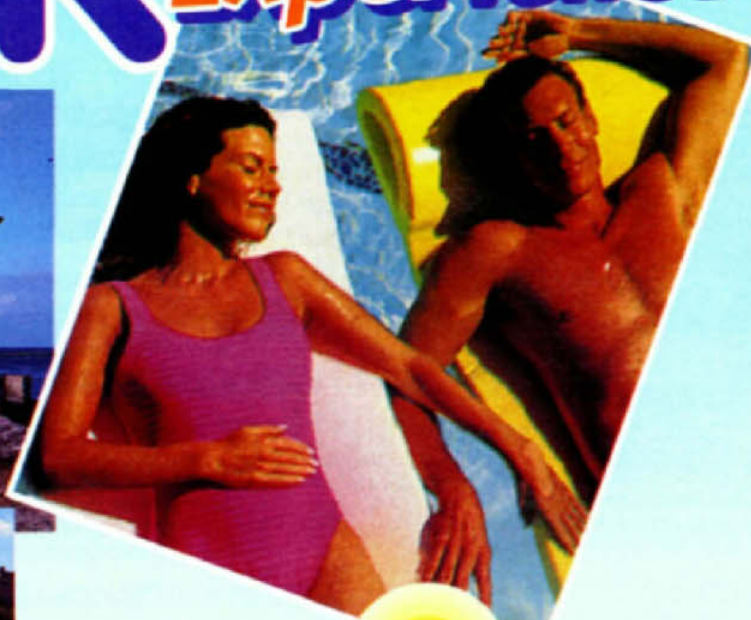
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Surveys test Endurance

Sutherland strikes deep



● **HANDS TO BATHE:** Sailors from HMS Endurance take advantage of unusually warm weather to enjoy a swim on their way to Argentina.

ICE PATROL ship HMS Endurance made a rare port visit to Argentina, – only the second by an RN ship since 1982 – after crossing the Atlantic on her way to Antarctica.

Unusually fine weather during the three-week voyage gave her ship's company several chances to swim as she crossed the equator and Endurance made her first call at the Argentinian port of Mar del Plata.

The ship's company enjoyed a warm welcome from local people who were also paying host to a group of British Falklands veterans.

After passage through the Douglas Strait which looks like a flooded volcano, between Thule and Cook islands, she dropped 12 men at the aptly-named Bleaker Island to survey uncharted waters alone for six weeks.

Moving further south past the first ice bergs, HMS Endurance entered the pack ice and broke her way through to the Filchner Ice Shelf where she was joined by the British Antarctic Survey vessel Ernest Shackleton.

Endurance's two modified Lynx helicopters were then used to establish a 750-drum fuel dump on the ice shelf for teams penetrating towards the South Pole and enjoyed a light-hearted game of 'ice rugby' afterwards.

The next job for HMS Endurance was a survey of the volcanic South Sandwich Islands and then on to South Georgia to pick up some eagerly-awaited mail.

As Navy News went to press the ship was due to visit the remote island of Tristan Da Cunha where the Royal Navy has been helping to construct a new harbour after the old one was destroyed by lava flows from the volcano.

The Commanding Officer of HMS Endurance, Captain Andrew Dickson, said: "This is a spectacular and fascinating region. The environment in the Antarctic is magnificent with glaciers, icebergs and ice floes on a scale which is awe-inspiring."

"The penguins and seals are not used to human company and are delightfully inquisitive. If you sit down nearby they all wander over for a chat with you!"

"We have had a wonderful as well as busy time and we are now very much looking forward to home and seeing families again in May."

HMS SUTHERLAND has won an award for the large number and high success rate of anti-submarine attacks carried out last year.

The ship's skill at VECTACs (vectored attacks) on submarines have earned the ship the Kelvin Hughes Trophy.

VECTACs involve the ship detecting a submarine using sonar and guiding a helicopter to its position where a depth charge or torpedo is dropped.

The Trophy was handed-over to Sutherland's CO, Cdr Rupert Wallace, by Mr Howard Richardson, Executive Manager of Kelvin Hughes Naval Systems.

Also present were Sutherland's XO, Lt Cdr David Fields, PWO(U) Lt Cdr Tony Watts, Flt Cdr Lt Jerry Tribe and Flt Observer Lt Alan Kent (both of 815 NAS whose motto is 'Strike Deeper') CPO(S) Tim Allport, CPO(R) Robert Learmonth, PO(S) Andrew Weatherley, LOM(UW) Nicholas Exley, LOM(UW) Julian Lee, and OM(UW)s Paul Guppy, Martin Collier-West, Gary Jones and Paul Essam.

Charity sail

UP TO 20 vessels from the RNVY Yacht Club are taking part in a fund-raising sail to Alderney from May 26 to 28.

The event is in aid of the Jubilee Sailing Trust and the entrance fee of £25 per boat and £20 per person includes mooring in Alderney, prizes, dinner, and entertainment.

Anyone wanting to join in should contact Katherine Bridge at the Jubilee Sailing Trust on 02380 449 108 or Ian Dickinson of the RNVY Yacht Club on 01481 823 322.



Lynx flies to Singapore

A LYNX helicopter from HMS Coventry was flown all the way to Singapore to support British industry at an international air show.

But it didn't have to make the long journey under its own power – the helicopter was loaded on board an Ilyushin transport aircraft for the flight to Singapore.

On arrival it was reassembled by 202 Flight (Flight Commander, Lt Paul Allen, pilot Lt Greg Sopinski and the helicopter's ground crew) and transferred to Lion City.

And for the next three weeks the helicopter took part in spectacular daily flying displays during the 'Asian Aerospace' event and attracted many thousands of visitors to their static display.

The deployment was organised by the Defence Export Sales Organisation and Lt Allen said: "It's been an ideal opportunity to show off the Lynx in this area where there is a lot of potential for future sales. It's been an interesting exercise and there has been some fun to be had as well!"

The greatest Act of Remembrance is to remember The Royal British Legion in your Will

The Royal British Legion is the leading charity safeguarding the welfare, interests and memory of those who have served in the armed forces.

Remembering The Royal British Legion in your Will is a fitting tribute to those who died to preserve our freedom. It is also a symbol of hope for the thousands of people who rely on the Legion today, and to those now serving who will turn to us for help in the future.

The people who live in our homes, those we help to claim their war pensions, and the many disabled ex-Service men and women we provide with mobility aids, have all been helped by The Royal British Legion. All this has been made possible through public generosity during the Poppy Appeal and those who support the Legion in other ways, for example, through a gift in their Will.

The Royal British Legion's informative new guide to making a Will not only offers important advice but is also extremely useful if you are thinking of altering your Will. It highlights the importance of our work and how by remembering The Royal British Legion in your Will you could enable this work to continue for many years.

For a complimentary copy of our new Will guide, please call Perdita Chamberlain on 020 7973 7297.

Or, complete the coupon below and return it to:

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THE ROYAL BRITISH
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The memory of those who died, lives on in those who need us today.



AIR-TO-SURFACE MARINE

GOING DOWN ... a Royal Marine of 45 Commando abseils in dramatic style from one of the helicopters of Yeovilton-based 845 Naval Air Squadron undertaking exercises at 45's base at RM Condor, Arbroath. Five of the squadron's Sea King Mk 4s,

with supporting ground crew, were put through an intensive training package in Scotland. It included low-level navigation sorties, navigating with night vision goggles, flying on electronic warfare ranges in Northumbria, fighter evasion with Hawk air-

craft and load lifting from the disused airfield at Condor.

Finally, the helicopters were deployed into the field to exercise with X-ray and Zulu companies of 45 Cdo.

Picture: LA(PHOT) Ian Richards

Damage control kits will give first-aid to ships

SHIPS of frigate size and above are to be equipped with sets of damage control equipment for structural repairs and the rescue of personnel.

After an inherent weakness in the Fleet's damage control capability was identified, trials have shown that existing, commercial hydraulic cutting and spreading equipment is practical for use on board ship.

The equipment is powered by a small, lightweight, air pump with air from EDBA bottles or from the ship's own supply.

Now 58 of the kits are available and take the form of an aluminium box containing a combined cutting and spreading tool, a handpump, an air-driven pump, a two-stage pressure reducer, a hydraulic lock pressure relief tool and adapters and hoses for connecting to an air supply.

More details are published in RN Defence Council Instruction 25/2000.

RADIATION DOSES ARE CUT BY MOD

RADIATION dose limits for Ministry of Defence personnel have been cut by a third.

New regulations have reduced MOD's whole-body dose limit from 30 milli-Sieverts per year to 20 mSv.

The change follows a revised, EU-led international framework for radiation protection. The limits also apply to contractors and visitors.

Details are published in General Defence Council Instruction 4/00.

Pre-1979 dose data held by

MOD is to be computerised and transferred to the National Registry for Radiation Workers.

Anyone employed on radiation work before 1980 and who does not wish to have their data transferred, may opt out by writing to the Dosimetry Manager, Approved Dosimetry Service, DERA Radiation Protection Services, Institute of Naval Medicine, Crescent Road, Alverstoke, Gosport, Hants. PO12 2DL.

Seafaring thoughts could win a grand

The Marine Society is offering two prizes of £1,000 each to encourage debate on the challenges and opportunities open to seafarers in the 21st century.

The Thomas Gray Prize for professional seafarers and the Marine Society Prize for open entries will be awarded for the presentations which best reflect our era of increasing globalisation, international labour mobility and rapid technological change.

Entries in the Qualified Professional Seafarer category must hold a minimum of an Officer of the Watch Certificate (deck or engineering) and their submissions should be up to 6,000 words. The limit in the open category is 10,000 words.

Winners may be asked to present their entry at the Royal Society for the encouragement of Arts, Manufacture and Commerce (RSA) in London.

Five copies of each entry must be submitted to The Marine Society, 202 Lambeth Road, London, SE1 7JW by the end of this year. For more details, write to the above address, (tel. 020 7261 9535) or e-mail:

enq@marine-society.org

Paul the Fearless modeller



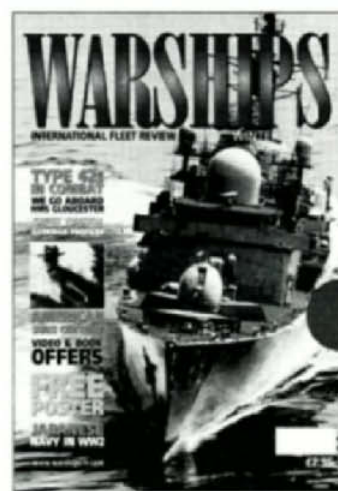
FOR THE first time, Apache attack helicopters have been embarked in the assault ship HMS Fearless – not in the full-size vessel, but in this 1/96th scale model which won first prize at the East Midlands Model Show.

The meticulously detailed model, shown 'at sea' in our picture on the right, was built by Paul Williams, the son of an ex-Royal Marine, who over a year constructed it from scratch using a commercially available hull, drawings of the ship and photographs taken at Navy Days.

Paul took his model on board the real Fearless and is shown above demonstrating it to her Commanding Officer, Capt Chris Parry while the ship was in Portsmouth.

Paul's Fearless, which is 95 per cent complete, is radio controlled and has a fully working ballast system to flood the dock, a working stern door and landing craft.

Portsmouth picture: LW(PHOT) Christine Woods



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● **FIJI:** A member of the Fiji Band performs on the opening night of the Edinburgh Military Tattoo in Wellington.

Bandsmen enjoy a



● **SPECTACULAR:** The Band of Her Majesty's Royal Marines performs with the Scots Guards Band in the new Westpac Stadium in Wellington, New Zealand. The back-drop was a full-scale replica of Edinburgh Castle, complete with ramparts!

Marines raise the roof – and £90,000 for good causes

ROYAL Marines Bandsmen delighted 15,000 music lovers during three sell-out performances at the Albert Hall and raised over £90,000 for charity in the process.

The Massed Bands of the Royal Marines played to a capacity audience of 5,100 people every night during the annual Mountbatten Festival of Music.

Highlights included themes from West End shows, music from the film *Schindler's List*, traditional Irish dancing and 'The Chosin Few', a tribute to the British and American marines who fought at the Chosin Reservoir in Korea

by the Corps of Drums under Capt Paul Weston.

HQRM's C/Sgt Gareth Davies, who has administered the festival for the last ten years, said: "It's difficult to say what people enjoyed the most but the Chosin Few was an incredibly impressive and visual display of stick drill and the Irish dancing was extremely popular."

Sargent Cancer Care for Children and over 20 Service charities will benefit.



THE FIRST SEA Lord, Admiral Sir Michael Boyce, took a behind-the-scenes look at the Royal Marines School of Music during a recent visit to Portsmouth.

After talking to staff and cadets he was given a tour of the School including the workshop where instruments are repaired.

Admiral Boyce was somewhat shocked when one of the repairers smashed a brass instrument on a desk, but it was all to prove that almost all dents can be removed in the hands of a craftsman.



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sell-out trip to New Zealand

THE BAND of Her Majesty's Royal Marines based at HMS Raleigh provided the backbone of the largest contingent of military musicians to leave the UK since World War II.

They formed part of a 280-strong contingent who flew out to New Zealand to take part in the Edinburgh Military Tattoo.

The Scottish Regiments have eight Pipe and Drums Bands and six of them were made available to travel to New Zealand.

They included the Pipes and Drums from the Black Watch, the Argyll and Sutherland Highlanders and the King's Own Scottish Borderers.

As well as the Royal Marines Band Plymouth, bands were also made available from the Scots Guards and the bands of the Highland and Lowland Division.

The Edinburgh Military Tattoo was staged at the new Westpac Stadium in

Pictures by CPO (PHOT) Wayne Humphries

Wellington, home of Jonah Lomu's rugby team the Wellington Hurricanes.

The event was originally planned to last for three days but was extended to four by popular demand, and it sold out every night.

Preparations for the tattoo included the building of a full-scale replica of the front of Edinburgh Castle complete with ramparts and a one o'clock gun.

The tattoo was funded by Air New Zealand (who paid all air fares) and festival organisers in Wellington and more than 1,100 performers took part.

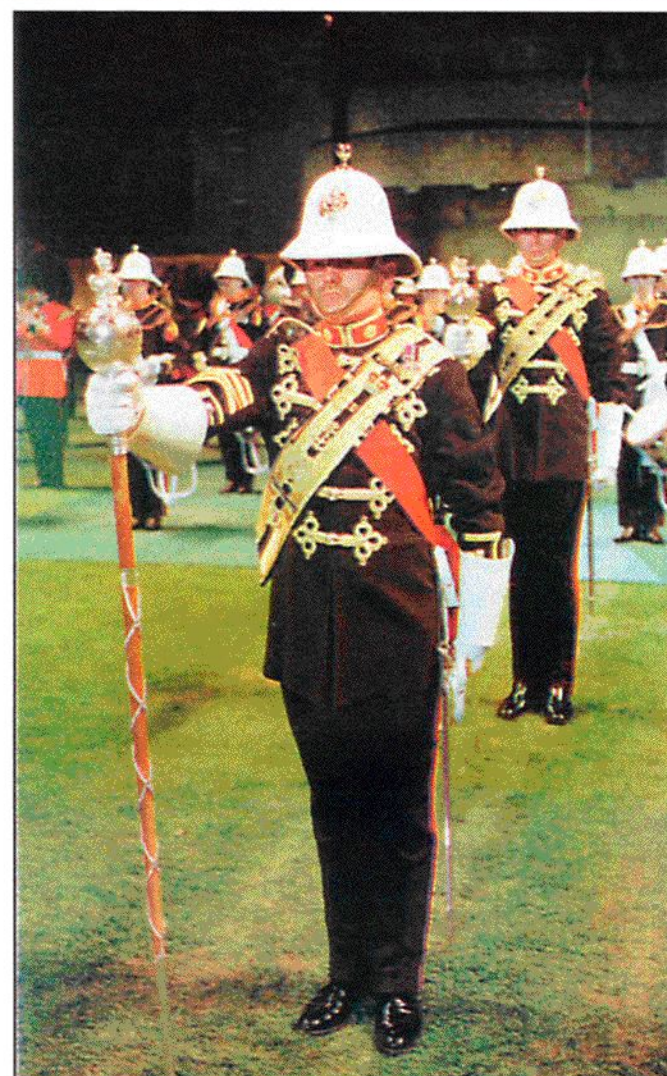


The Edinburgh tattoo also included musicians from Fiji and New Zealand and it began with a Maori welcome and a massed 'kapa haka', a traditional Maori dance.

● **KAPA HAKA:** A Maori dancer (above) welcomes performers and spectators to the four-day Edinburgh Military Tattoo in Wellington, New Zealand. The event saw the largest contingent of military musicians to leave the UK since World War II.

● **DRUM MAJOR:** WO Andy Bridges leads the Massed Bands of Scotland, England and New Zealand on the opening night of the tattoo in the Westpac Stadium.

● **SCHOOL:** Cpl Gary Neary (left) gives some instruction on the playing of military drums to children at the Hutt International School in Wellington.



Submarine Service has a new march

THE SUBMARINE Service celebrates its 100th anniversary next year and among its birthday presents will be a new march for the next Millennium.

Eight musicians from different Royal Marines bands composed pieces to mark the occasion, and they were judged by a panel of experts which included broadcaster Richard Baker and Flag Officer Submarines, Rear Admiral Rob Stevens.

The winning composer was Musician Martyn Hancock from the CTCRM and his piece, which will be entitled 'The Jolly Roger' if copyright allows, will premiere at the Mountbatten Festival next year.

□ The Submarine Service was founded in 1901 with the launch of HM Submarine Torpedo Boat No 1 'The Holland', more commonly known as Holland I. Holland I is now on display at the Submarine Museum in Gosport.



● **DECISION TIME:** The judges, including Richard Baker and FOSM (centre) listen to the new marches at the RM School of Music at Portsmouth. Picture: LA(PHOT) Dave Hunt, SFP



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Helping Hands

Sporting events yield cash

CLYDE Naval Base employees rose to a challenge from RN PTIs – and rowed to a total of £1,000 for Parklands School for children with special needs.

More than 200 people answered the challenge, and rowed 408 miles between them – the equivalent of a trip from Faslane to Bristol – in 12 hours.

Another sporting event held at the Scottish base yielded cheques totalling more than £5,000.

The bulk of the money, raised at a charity boxing night at HMS Neptune, was split between King George's Fund for Sailors (KGFS) and the Yorkhill Child-ren's Hospital in Glasgow.

KGFS is a charity fund which makes grants to organisations helping seafarers who find themselves in trouble, whether RN, merchant navy or fishermen.

The full Royal Navy boxing squad turned out for this annual event, which featured one representative from HMS Neptune.

A further cheque, for £800, was donated to the West of Scotland Amateur Boxing Association.

Tough guys with hearts of gold



NAVY hard men lined up to test their mettle and battle the elements – and to prove just how kind-hearted they are.

Teams from HMS Sheffield and RN air station Yeovilton took part in the annual Tough Guy Challenge, widely acknowledged to be the hardest assault course in the world.

More than 5,000 entrants braved the Staffordshire mud to undertake a gruelling cross-country run – including a 45-degree hill on 13 occasions – followed by a two-mile 'Killing Fields' assault course, featuring three times as many obstacles as the Royal Marines training course.

It included huge climbing frames, rope bridges, a barbed-wire crawl, fields of deep mud, a tunnel crawl, wading through freezing lakes and a dive under a bridge.

The nine from HMS Sheffield – believed to be the first ship's company team to have entered – completed the

course and raised more than £2,000 for the Sheffield Children's Hospital Appeal and the Devon Air Ambulance.

Those who took part were RPO McLachlan, LPT Mynett, LS James, LOMs Evans and Mills, LWEM Hoyle and OMs Gaze, French and Robbins.

The 11 entrants from Yeovilton, dubbed the Duckers and Divers, were the third team from the air establishment to enter the competition – but this year's event was deemed the toughest yet.

The Duckers and Divers raised more than £650 for various charities, including the Marie Curie Foundation and the Tottenhall Horse Sanctuary at Old Perton, venue for the event.

The Yeovilton team consisted of Lt Ian Abson, WOs Dave Green and Steve Wooton, CPOs Steve Fearn, Adey Bowen, Andy Powell, Stu Rogers, Phil Copley, Wayne Ronayne and Rob Mountjoy, and PO Mal Teague.

● **Hard men:** LPT Mynett, LOM Mills and OM Robbins, of HMS Sheffield, after the event.

RAF man is all at sea



● **Unfamiliar rig:** RAF Cpl Wez Weston.

ONE OF the Navy's biggest critics in Gibraltar has been given the opportunity to experience life at sea – and all in a good cause.

RAF Cpl Wez Weston has chalked up many hours of taking the mickey over the past two years.

So Forces Radio – BFBS Gibraltar's station assistant Laura Dodd, who is married to a RN charge chief, called his bluff and arranged for Wez to be kidnapped and dressed in No. 8s to spend a day on a live firing exercise with Type 23 frigate HMS Marlborough.

When Wez returned – rather green about the gills, according to some observers – he said: "The guys were absolutely fantastic and looked after me so well."

"It was the experience of a lifetime, but I'm not sure I'll be changing allegiance – I can't get used to a cap without a peak."

The kidnap, and all the other associated stunts organised on the Rock by BFBS during their on-air fund-raising, helped raise a record £26,000 for the British Wireless for the Blind Fund.

Closing in on a million

A NAVY man is aiming to break an unofficial world record – and lose a bit of weight into the bargain.

As *Navy News* went to press, CPO Phil White was approaching the end of his dash to one million metres on his Concept II indoor rower.

Averaging 18,000m a day, Phil hopes to raise around £400 for Radio Haslar Hospital, and has already lost two stone in a bid to surprise his girlfriend, who is serving in HMS Endeavour.

The current record, from purchase of machine to one million metres, is 80 days, according to the manufacturers. Phil hopes to do it in just over 60, with the last 20,000m being completed at HMS Sultan, where he works.

Potential sponsors can contact Phil at HMS Sultan ext 2790.



● **Chain gang:** The cyclists from 849 B Flight pictured with HMS Illustrious.

In Brief

Take the high road

A HELICOPTER from 771 Naval Air Squadron helped launch a 3,000-mile Millennium Challenge walk to fund pilgrimages and holidays for sick, handicapped and terminally-ill people.

The Sea King, from RN air station Culdrose, flew to Land's End to mark the start of the "Across the Roof of Britain" walk to Cape Wrath.

Organised by Peter McGowan, a former Flight Sergeant with RAF Mountain Rescue, the seven-month trek is aiming to raise £250,000 for ACROSS, which uses special 'jumbulances' to undertake trips abroad. Peter's niece, S/Lt Angela McGowan, who was on flight grading at Culdrose, joined the helicopter crew for the flight.

For further information, contact the ACROSS Trust at Bridge House, 70-72 Bridge Road, East Molesey, Surrey KT8 9HF.

Generous Drake

NEW RECRUITS from HMS Raleigh's Drake Division presented a cheque for £750 to the Royal National Institute for the Blind.

The money, raised by Naval students at a variety of events over the past couple of years, was handed to RNIB volunteer Janet Stonestreet – wife of PO Mick Stonestreet, an instructor with Drake Division.

Three-car trick

THREE winners were put in the driving seat when the latest SSAFA Forces Help car draw was made. Top prize was a VW Golf, with runners-up getting VW Polos – and more than £85,000 was raised for SSAFA Forces Help.

Sussex stroll

A 12-MILE sponsored walk from Brighton to Newhaven raised £100 each for the RNLI and Age Concern. The walk was organised by Mid James Fraser, supported by members of the Sussex University RN Unit.

Watching brief

AN AUDIO and visual surveillance system for the Rainbow Centre, Fareham, has been designed and built by sailors on an artificer apprenticeship course at HMS Collingwood, allowing staff to watch children, who have cerebral palsy, without disruption.

Marathon man

CHIEF Taff Elliot plans to run in this month's London Marathon to raise money for the King George's Fund for Sailors. Anyone wishing to support him should make donations payable to 'HMS Argyll Central Fund', attention CPOMEM(L) Taff Elliot, at the CPOs' Mess, HMS Argyll, BFPO 210.

Fishing for money

THE Lincolnshire branch of SSAFA Forces Help is holding a charity fly-fishing competition on May 13 at Rutland Water. Entry form, rules and competition details from Col David Jolley, SSAFA Forces Help, 2, Windmill Close, Holbeach, Lincs PE12 7NX, enclosing a stamped addressed envelope.

New OC pays a call

THE CHILDREN'S Hospice South West has received £717, proceeds of the Amphibious Trials and Training Unit Royal Marines' Christmas charity auction. The cheque was handed over by Stewart White, a MOD Guard Service security officer, who bid £30 to act as Officer Commanding for the day.

Valuable Defiance

A COLLECTION in Defiance Building at Devonport, organised by Head Messenger Dave Batten, boosted the Asthma in Children fund at Derriford Hospital, Plymouth. When added to funds raised by PO Maries and fellow engravers at CFM's workshop, the total topped £467.

CFM(D)'s other main charity is Longcause School for children with learning disabilities at Plympton, which benefits from both fund-raising and practical help using the Navy's engineering expertise.

Air team aids Dreamflight

MEMBERS of a Naval Air Squadron have raised £1,400 for a children's charity with an international sponsored cycle ride.

Twelve men from 849 B Flight, embarked in HMS Illustrious, rode the 545 miles from Barcelona in Spain to La Rochelle in France in six days, crossing the Pyrenees at 7,000ft.

The ride, organised by CPOs Long and Egan, raised money for Dreamflight, which takes incurably sick children on holiday to Disneyland.

WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarer, both serving and retired, and their widows.

Today the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.

Royal Alfred

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Fiddler on the March

A Biography of Lieutenant Colonel
Sir Vivian Dunn
KCVO OBE FRAM RM

Derek Oakley

FOREWORD BY
HER THE PRINCE PHILIP KG KT
Captain General Royal Marines

A Biography of Sir Vivian Dunn

KCVO OBE FRAM RM

by Derek Oakley MBE

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Personal data better protected

THE NEW Data Protection Act which came into force last month brings important new legal rights to all, so that the MOD is currently reviewing its own procedures.

It deals with personal data held about individuals by businesses and organisations. Where the 1984 Act provided rights of access to data held electronically, the 1998 version also covers data held manually – ie, on paper.

There are exemptions where national security and the combat effectiveness of the Armed Forces would be prejudiced by the disclosure of data.

Additional protection is given to sensitive personal data, such as details about race, religion, information about sexual life, physical or mental health problems and any court proceedings.

Main principles are that those who hold personal data must

ensure that it is:

- Accurate
- Fairly and lawfully processed
- Processed for a limited purpose
- Adequate, relevant and not excessive
- Not kept longer than necessary
- Processed in accordance with the subject's rights
- Kept secure
- Not transferred to countries without adequate protection

The Act has transitional exemption periods before it is fully effective – so access to manual data will not be available before October, 2001.

Watch out for further details on www.navynews.co.uk

Borderers lay on big eats for Navy top brass

CHIEF of Joint Operations, Vice Admiral Sir Ian Garnett collects a big breakfast from Cpl Davey Falconer, Support Company 1st Bn The King's Own Scottish Borderers, on the northern edge of the Episkopi Garrison training area, Cyprus.

He had landed by helicopter at a rendezvous that afforded spectacular views over the Western Sovereign Base Area, and after tucking in with the troops was briefed on the role of the Infantry battalions in Cyprus by Episkopi Garrison Commander Col Anthony Beattie and the Borderers' CO, Lt Col Andrew Mackay.

Hurworth happy to be back

LADY ANNE Hallifax cuts the cake at HMS Hurworth's re-dedication, with the aid of OM(MW) Matthew Bowen, youngest member of the ship's company.

Lady Hallifax, widow of Admiral Lord Hallifax, launched the Hunt-class minesweeper – known as the 'Happy Hurworth' – in 1984.

Following refit in Rosyth Dockyard, the ship embarks upon Fishery Protection duties from the beginning of May. She will also be taking part in the 'Meet your Navy' round-Britain deployment, with visits to Leith and Glasgow in June.





Drafty: Supply, Medical and ETS



Situations vacant

THIS MONTH we start with 13 shore billets at HMS Sultan in Gosport, all for two years unless otherwise stated.

CPOAEM(L) Air Weapons Instructor, from Nov.

CPOAEM(L) Course Design, from July.

LAEM(M) Instructor, from Sept, an Examiner from Oct, and an Instructor, from July.

LAEM (Any) Accommodation Leading Rate, required ASAP for 12 to 24 months.

LAEM(M)(L)(R) for 760 Squadron at Sultan, AEO Writer, from July.

POAEM(M) for 760 Squadron, from June for 18 months.

CPOAEM(M) Examiner, from June, 18 months plus, and an Instructor, from August, 18 months plus.

POAEM(M) Instructor, from Sept, 18 months plus, and an Instructor from August, 18 months plus.

Other billets on offer are:

CPOAEM(L)(R) for the Defence Helicopter Support Agency. A shore billet at Yeovil, Merlin Systems, from June for two years.

LAEM(M) One for an Army Exchange, a sea billet at Ipswich with 7 BN REME, and another for HMS Illustrious, a Portsmouth sea billet, both from Oct for 27 months.

PO (Any) for HMS Dryad, A Portsmouth shore billet, Security, from August for 18 to two years.

MEM1 for HMS Brecon. A Faslane-based sea billet with the Northern Ireland Squadron, MEMOC required, from Nov for 18 months.

MEM1 for HMS Dumbarton Castle. A sea billet in the Falkland Islands Patrol Vessel, MEMOC required, from Oct for six months.

MEM1 for HMS Blyth. A sea billet in Faslane-based Single Role Minehunter, MEMOC required, from Nov for 30 months.

New notice option has far-reaching effects

BY NOW all staff should know that a new Notice Option comes into force on June 1.

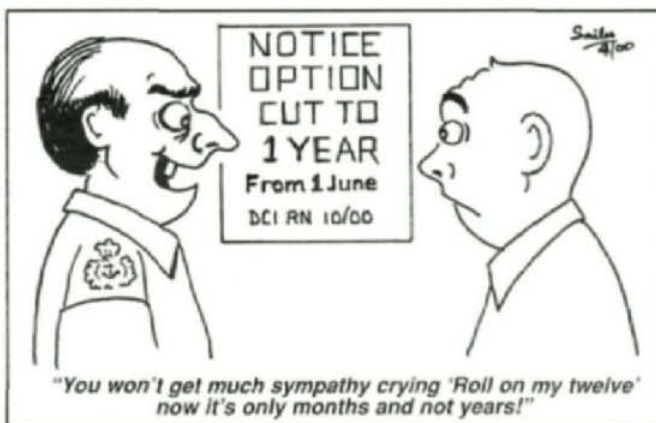
It reduces the period of Notice required to leave the Service from 18 months to a year and this will have far-reaching effects.

It will inevitably reduce Drafty's time to give reliefs appropriate drafting notice and from June 1 Commanding Officers will have to signal NMA Gosport with details of Notice Option approvals.

The move to the Notice Option (detailed in DCI RN 10/00) will be of considerable benefit to those wishing to leave the Service voluntarily, but the shorter period means they have less time to apply to withdraw their Notice, and return to their original engagement.

The impact of this will be particularly relevant in branches that are overborne and/or where another promotion has been authorised on the basis of one rating leaving.

All applications for Notice withdrawal will be treated individually, but it is clearly beneficial to the Service to keep those who justify retention and Drafting Desks and the Branch Managers will keep the process under constant review to ensure that applications are controlled to satisfy the "Service need".



The current likelihood of a successful application is as follows:

SUPPLY BRANCH

PO & LH: Very limited, considered on case-by-case basis except for POWTRS for whom approval is more likely. **AB:** Favourable, but remains on case-by-case basis.

MEDICAL

PO & LH: Limited, bordering favourable for the MA branch, but considered on a case-by-case basis. For Nurse and Dental branches, applications will be favourably considered case-by-case.

AB: Very limited for the MA branch, but considered on a case-by-case basis. More favourable consideration for the Dental branches.

ETS

ALL RATES: Very limited, considered on a case-by-case basis.

Payback

There have been several occurrences recently where individuals have submitted their notice without firm proposals to repay the outstanding balance of their Long Service Advance of Pay.

It should be noted that, whilst each case will be considered on its own merits, NDD/AFPA will reject applications for discharge as of right on Notice and request an immediate re-submission of the application for discharge if any outstanding LSAP remains or if

there is no firm proposal to make immediate alternative arrangements.

The importance of this criterion being met before acceptance of Notice is given cannot be over-emphasised. With the shorter timescales under the 12 months Notice rule, you will help yourself by getting it right first time.

Transfers

At present, manning clearance for transfer out of all specialisations of the Supply Branch will only be given in exceptional circumstances, which should be stated in every request.

Transfers out of the ETS Branch are considered on a case by case basis according to personal circumstances and the needs of the Service.

Medical Branch (MA) transfers out are uncommon but will likely receive favourable consideration, depending on the sub-specialisation, especially as the branch nears 95 per cent manning.

Historically, the MA branch has provided the greatest number of sideways entry to Naval Nurse and, with shortages remaining in the latter category, applications from all branches will be considered.

Currently, branch transfers into the MA and Dental branches are restricted, although this will be reviewed.

Shore time nearing limit

CURRENTLY, THE following Supply branch categories are either on or near to MTA: CPOSA* 15 months guaranteed shore time after 24 months sea service.

POCA & POSTD 15 months guaranteed shore time after 30 months sea service

LSTD, LCH & LSA 12 months guaranteed shore time after 30 months sea service

STD & CH 5 months guaranteed shore time after 24 months sea service

* With the de-enrichment in some DD/FF from a CPOSA to a POSA and the upgrade in some Type 23s of the POCA to a CPOCA, the situation will improve for the CPOAs but actual time ashore for CPOAs will decrease slightly.

Correct form helps us all

ATTENTION IS invited to BR 14 Article 0201-3 with particular reference to the completion and rendering of DPFs to the Drafting Directorate.

It has been observed that an increasing number of DPFs are being received in NDD completed incorrectly, eg AVDATE and recommendations omitted.

The DPF is a vital and important link between the rating and the Drafting Officer to ensure that individuals are placed, whenever possible, in a job to the advantage of both the Service and the man/woman. Quality control is the key!

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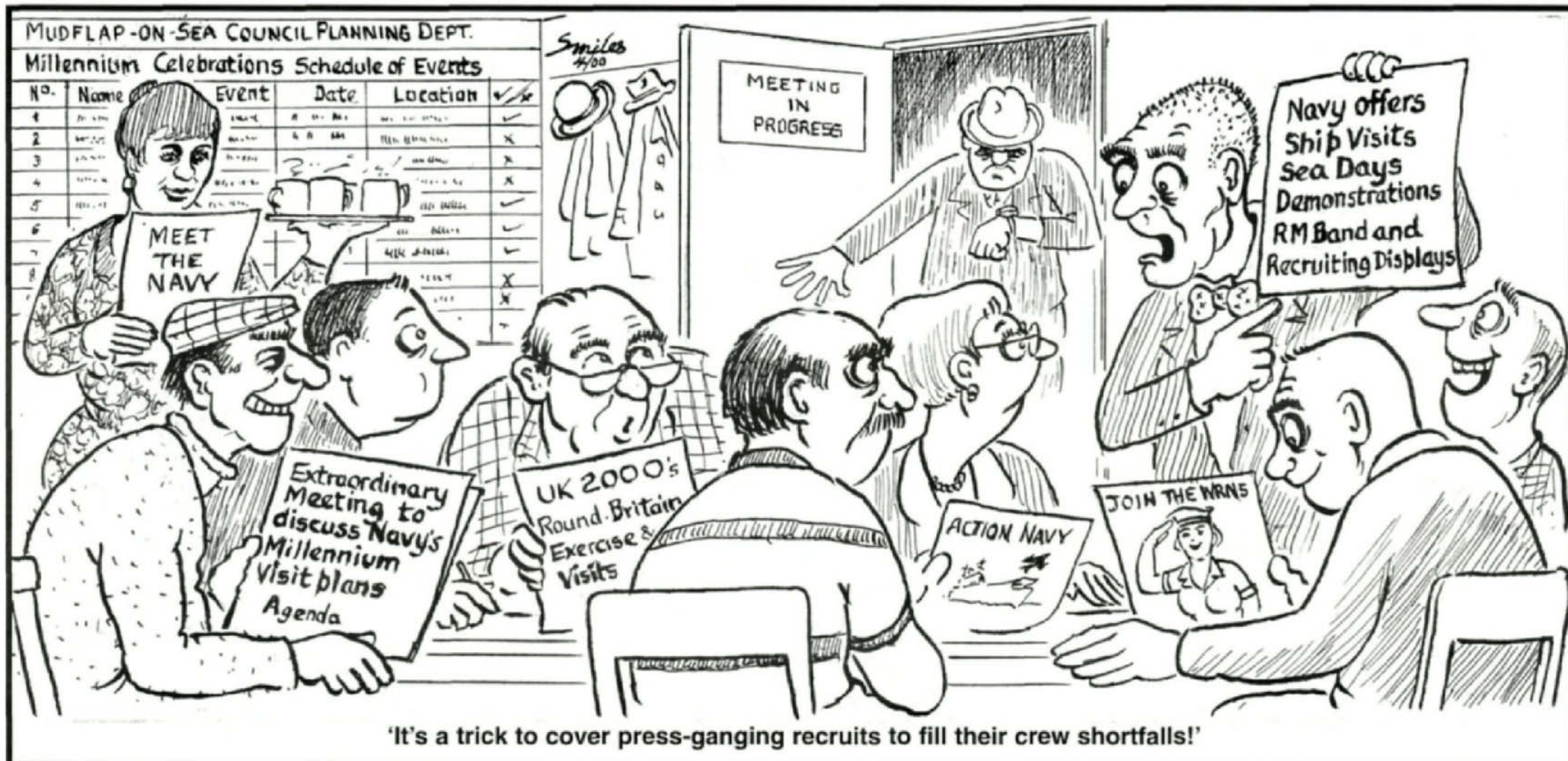


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NEWSVIEW

Harry's game – the voice of experience

GROUCHO Marx famously said the first prerequisite of a successful politician was sincerity: "And if you can fake that, you've got it made."

Well, the same goes for popular entertainers, who these days frequently make use of their celebrity as a springboard to wider influence.

But BBC1's tribute to Harry Secombe last month, 'Wild About Harry', showed another side of the coin. Sir Harry's combination of integrity, boisterous buffoonery and fine tenor voice – which alone could have made him a star of the operatic stage had he so chosen – has made him one of the outstanding Forces' favourites through three generations.

Looking at the old clips, you saw how ahead of his time he was. In the context of the Goon shows, Secombe was the universal clown, as Spike Milligan noted, but he added his own touch of surrealism to the formula that was later closely copied by the Monty Python team and is even now apparent in the style of Harry Hill.

One thing Secombe and Spike shared, as did so many of the post war radio and TV stars, was first-hand experience of the Armed Forces in the front line. Their material was produced out of the sheer lunacy of war and it was its unique brand of silliness that their customers recognised. They knew what made their audiences tick – and there is no-one out there now who can claim that distinction from the same standpoint.

Front line, or even second line experience is now seriously lacking in all areas of our society. Which is why, as Rear Admiral Burnell-Nugent has declared, we can no longer rely so heavily on the Service extended family to sell our product. There simply aren't as many of them around any more – and so its serving members must do more in that role.

Working against them, more and more, is the current trend for debunking the achievements of the past. While the message of so-called "revisionist" historian David Irving, who seeks to deny the historical evidence of the Holocaust, may be easily discounted, the fact that his egregious views can even command an audience is disturbing – as is the fact that they have taken up two months of the High Court's time.

Nowadays the rights and wrongs as well as the success or failure of military intervention in the world's trouble spots are debated very soon after and even during the event – by the same sections of the media who clamour for action in the first place.

This is partly because the public seems ever more fascinated by failure than by success and in that context Channel 4's Great Military Blunders series was a sure-fire winner.

Everything the parade of historians, retired military commanders and media experts produces for this sort of programme may well be true, but it is a one-sided argument, nevertheless: none of them ever seem to offer much in the way of alternative strategies.

War has always been a chancy business and the people in the business of warfare know that very well. The Navy has lately put a lot of thought into planning ahead, into predicting the pattern of warfare for the future.

No matter how carefully you try to predict likely scenarios, though, you always come up against the problem Harold Macmillan once said was the one he feared most – events. But that doesn't mean you shouldn't make the effort. That would be a blunder of the first order.

TASK GROUP TO LIGHT 'FLAMES OF INTEREST'

Round-Britain showcase tour

From front page

There is very little visibility of the Navy. So this tour is a great opportunity to let the taxpayer see what he's paying for.

"I wish we could do it more often, but now the Government has rebalanced our tasks with the size of the Fleet, taking on this sort of thing too frequently would recreate the sort of problems that hopefully we've left behind for a while."

In the meantime, the availability of ships for individual port visits has inevitably declined.

"A high-readiness ship today tends to get worked quite hard, with maybe two or three deployments in quite quick succession. And then it needs time in its base port for leave and maintenance. Also there have been difficulties with some local authorities which, for whatever reason, have their own agendas and so our ships are not always welcome in those ports."

"Here again, the sort of visibility provided by 'Meet Your Navy' will hopefully break down some of those perceived barriers."

Wasn't the real problem that there were fewer people in our society with any Service experience – currently around six million and perhaps only half that number in ten to 15 years time?

"Yes, there is a problem here – but how many ex-employees of Virgin or of the Internet companies are there in the country? Answer – not many. But they don't have any trouble with their visibility, do they?"

"So I don't think we should just depend for our marketing on people who have been in the Service in the past, although they are obviously a very important strand to it. We have to make our own efforts to help the public understand what they get from the Navy."

"There are some good perceptions about us out there – that we are hi-tech, that we have a sense of adventure, responsibility and personal development. On the other

hand, adverse themes have not been helped by recent headlines – 'Navy constantly in harbour', 'What is the Navy for now the Cold War is over' and so on. We need to bring the positive elements to the fore."

"As anyone who has served in a warship knows, even a very modest opening of a ship to the public in a small corner of the country reaps enormous benefit in terms of the enthusiasm and interest it generates."

"We don't have to appeal to the whole nation – what we want to do is get enough flames of interest burning."



To that end, shouldn't we do more in the way of corporate entertaining?

"I am wary of doing too much of that sort of thing – it's got its place, just as the Foreign Office, in the context of defence diplomacy, has a role in giving parties on the Queen's Birthday, for example."

"What I've been encouraging commanding officers to do, rather, is to invite people on board for a briefing – on the Navy's shipbuilding programme, for example, where we've got £2 billion worth of ships on order at the moment. Then maybe give a presentation about careers followed by any questions – and then offer them a drink afterwards."

Apart from increasing the Navy's visibility, one of the prime aims of 'Meet Your Navy' was to stimulate recruitment.

"We are mostly recruiting enough people at the moment, but there can be no let-up and there are some pockets where recruiting is still very poor – with Royal Marines other ranks and with engineer officers."

"Something that seems to have happened subliminally over the

'Having a spot of trouble, sir?'

ON HER first day back at sea after a massive package of maintenance work, HMS Invincible's engineers sorted out a slightly smaller problem – a tiny fishing boat with a broken down outboard motor (see picture below).

Mercy mission to the 'Scooby Doo' accomplished, the carrier continued on her trials and training programme, due to be completed before she leads the RN Task Group around the UK as the principal Naval contribution to the 'Meet Your Navy' tour and takes on the responsibility of Fleet Flagship in July.

Her flight deck has been extended to accommodate the RAF's GR7 Harrier bombers – involving 40 per cent more pre-fabricated steel work and additional IT and communications systems than for the similar project for her sister ship HMS Illustrious in 1998.





● **RAIDERS:** A section of Marines from 42 Commando prepare to beach in a MIB (Medium Inflatable Boat) operated by 539 Assault Squadron.



● **MARKSMAN:** A sniper from 42 Commando takes aim during a street fighting exercise at Sennybridge. The weapon is the L96 Sniper Rifle which has a range of up to 1000 yards.

Commandos sharpen street fighting skills

**Pictures
by Steve
Lewis
42 Cdo**

ROYAL MARINES of 42 Commando have been sharpening-up their urban warfare skills at the battle training ground at Sennybridge.

The ability to fight in built-up urban areas (FIBUA) is essential in modern warfare and the Commandos were able to put their whole range of skills to the test. The FIBUA course followed raiding exercises at

Plymouth and soldiering drills on Dartmoor where patrolling, navigation and field skills were refreshed.

At the end of March the unit deploys to the Mediterranean for three months with HMS Ocean, HMS Chatham, and RFAs Sir Tristram and Sir Bedivere.

Exercises are planned in Portugal, France and Sardinia but the troops will be ready to move to trouble spots in the Balkans or North Africa if their presence is required.



● **READY:** A section from 42 Commando prepares to move during a house-to-house fighting exercise.



● **INTO ACTION:** A Royal Marine of K Company 42 Commando leaps over a fence during fighting around a small village.



● **FIREFIGHT:** A section from 42 Commando uses a burnt-out Russian tank for cover during house-to-house fighting at Sennybridge in Wales. The Marines are deploying with the helicopter carrier HMS Ocean for three months from the end of March.



● **ASSAULT:** A Royal Marine prepares to enter a top floor window during a mock house assault at Sennybridge.

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At Your Leisure



'Fips' – legendary U-Boat commander of World War I

ORIGINALLY published as *Alarm! Tauchen!!* – U-Boat in Kampf und Sturm, one of the classic memoirs of submarine warfare appears in English for the first time, translated and edited by Geoffrey Brooks, as FIPS – Legendary U-Boat Commander 1915-18 (Leo Cooper £16.95).

While dedicated to the righteousness of his nation's cause and possessing boundless pride in the German U-boat service, Werner Furbinger (known as 'Fips') comes across as a humane and chivalrous leader – which may account for the long delay.

As might the fact that he alleges that when

UB-110 was brought to the surface by destroyers protecting a convoy on July 19, 1918 and rammed and sunk, survivors in the water were fired on by their crews. He had counted 34 men out of the conning tower, of which 13 were rescued.

His treatment as a POW seems to have been reasonable for the most part – although he complains about the food. During one interrogation he says the RN officer in charge told him that if he had his way he would be hanged as a pirate.

Ever since the sinking of the Lusitania, feelings towards German U-boats had run particularly high. Initially landed on Tyneside, Furbinger and his men were pelted with fish and

rotten eggs by a crowd on onlookers as they were escorted under heavily armed guard to the railway station. As he says "We could hardly blame them for their expressions of hatred... since we had deprived so many of them of their boats and livelihoods".

Furbinger returned to Germany after the war and re-entered the Navy in 1933 with the rank of Korvettenkapitan. He was appointed Senior Instructor at the Kiel-Wik Anti-Submarine School – which was, of course, exactly the reverse of what its title stated – was Senior Planning Officer, U-boats at the outbreak of World War II and retired in 1943 in the rank of Konteradmiral. He died in 1982 at the age of 91.



NELSON'S NAVY, FACT AND FICTION

DEVOTEES of the novels of the late Patrick O'Brian, C.S. Forester and others who have specialised in the Nelson era will welcome a new guide to the world their heroes inhabit, which sets it against incidents in the books.

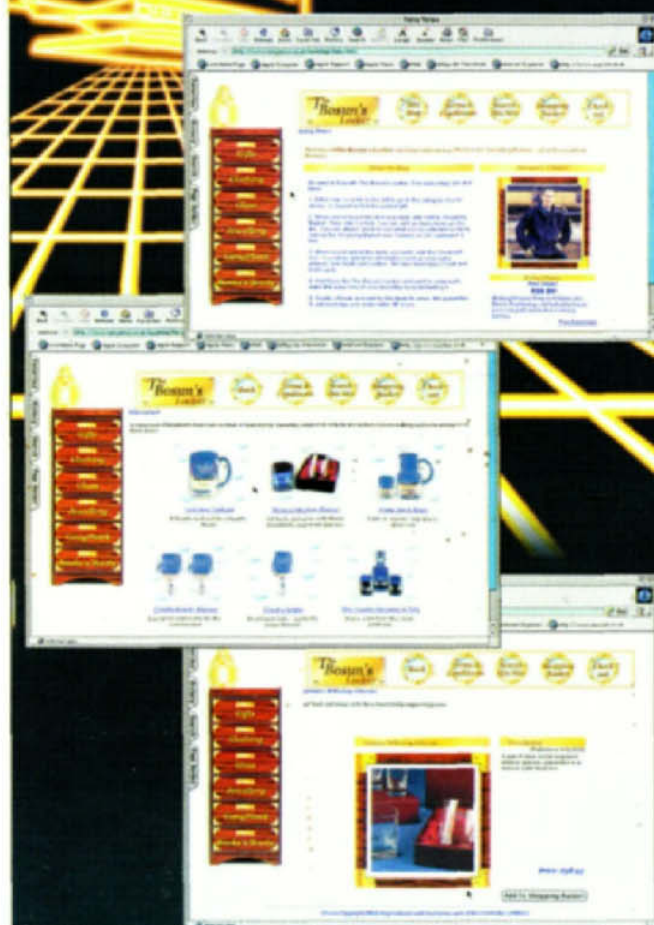
The Illustrated Companion to Nelson's Navy by Nicholas Blake and Richard Lawrence (Chatham Publishing £25) explores the organisation of the Admiralty and Navy Boards, the design of ships and supporting institutions such as the dockyards, as well as the daily lives of the sailors. There are even recipes for dishes such as Skillygalee, Burgoo and Figgy Dowdy, for those who want to try the authentic fare of the period.

The front cover picture is taken from a painting by Geoff Hunt, showing a sixth rate coming alongside at Portsmouth.

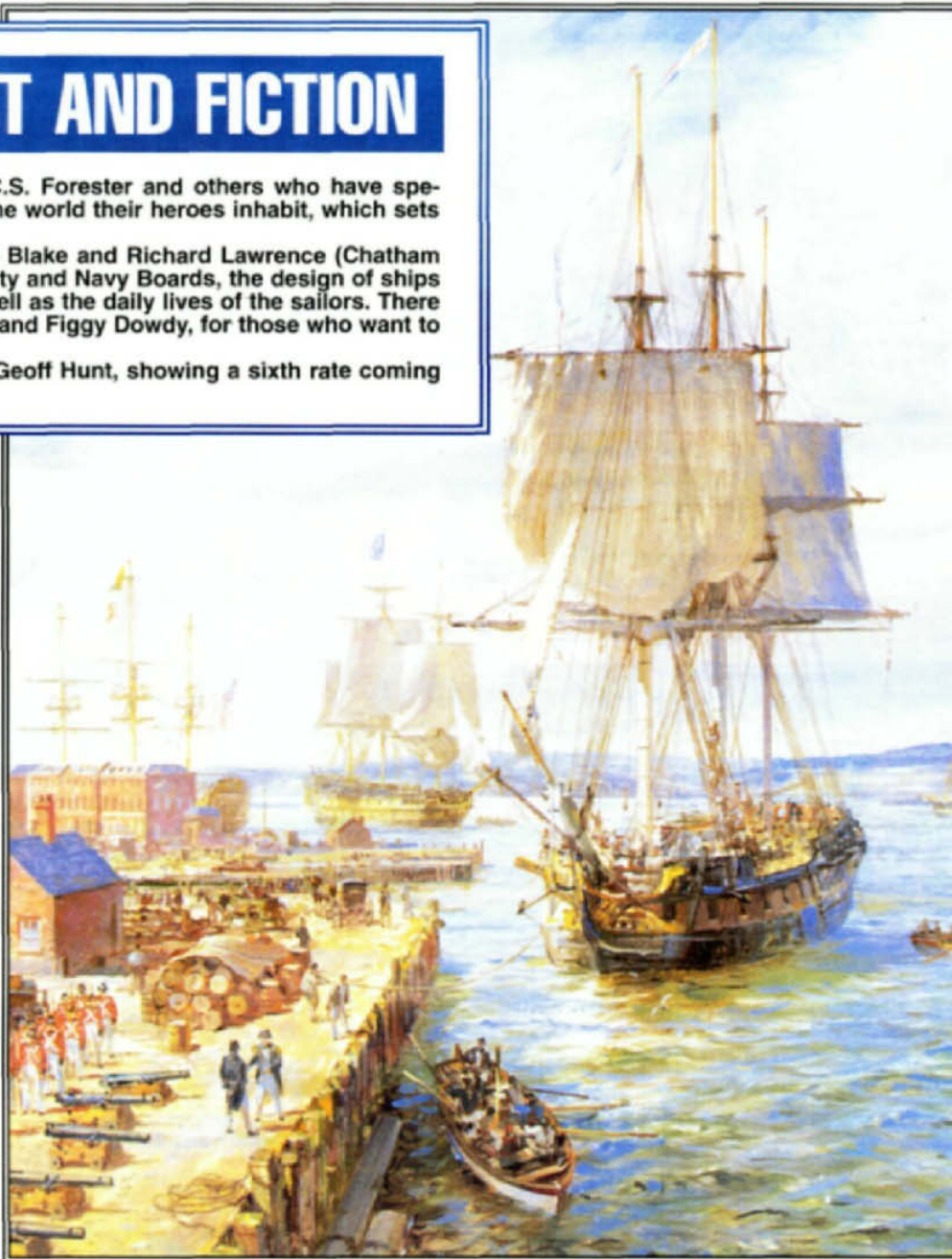
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Collectors cornered by NHCRA

A NEW leaflet produced by the Naval Historical Collectors & Research Association has met with an overwhelming response by museums throughout the country.

"I think we will be able to meet a growing demand," publicity officer Richard Taylor told *Navy News*. "The Association was originally formed in 1988 by a group of naval enthusiasts who felt there was no organisation which catered for their interests – so it's a good way of letting people know that we're here for them."

Many members were avid collectors, others engaged in research into naval battles, ships, personnel or social history – and some were simply keen family historians.

The NHCRA's quarterly journal, *The Review*, features a wide range of articles on naval history from the 18th century to the present day, most written by members. It also carries medal rolls and casualty lists, news from the Public Record Office and museums, plus book reviews and appeals for information.

A non-profit making organisation, any surplus funds are donated to worthy naval causes, which in recent years have included the Jubilee Sailing Trust, the RN Franklin Expedition to Canada and the Malta Siege Bell Memorial Trust.

For details of membership contact John T. Mock at 17 Woodhill Avenue, Portishead, North Somerset, BS20 7EX.

ScreenScene

– by Bob Baker

Period charm – or not, as the fancy takes you

SOME decades attract labels – the Roaring Twenties, the Swinging Sixties and so on – while others just slip away, without inspiring any epitaph or even much affection.

The 1970s, at least so far as the UK was concerned, fell into the latter category. Perhaps the only designation anyone remembers is "the decade that style forgot", a reference to the lurid spangles of the Disco scene and to the rags and safety pins of the Punk "rebels".

Both of those phenomena feature in *Whatever Happened to Harold Smith?* a tale of growing up weird in mid-70s Sheffield. It's a strange little film: realistic around the edges, but centring on the magical powers possessed by the hero's Dad (Tom Courtenay).

It's as though the 70s themselves simply didn't offer enough in the way of dramatic possibilities, so the setting had to be augmented by a mind-reading character with the ability to manipulate time and energy.

But for anyone who remembers the era, the lovingly assembled paraphernalia – the clothes, the hairstyles, TV clips of Uri Geller bending spoons – will be enough to arouse feelings of tenderness and embarrassment.

For everyone else, the story of the good-natured hero and his cack-

handed attempts to fit in should provide a diverting 96 minutes.

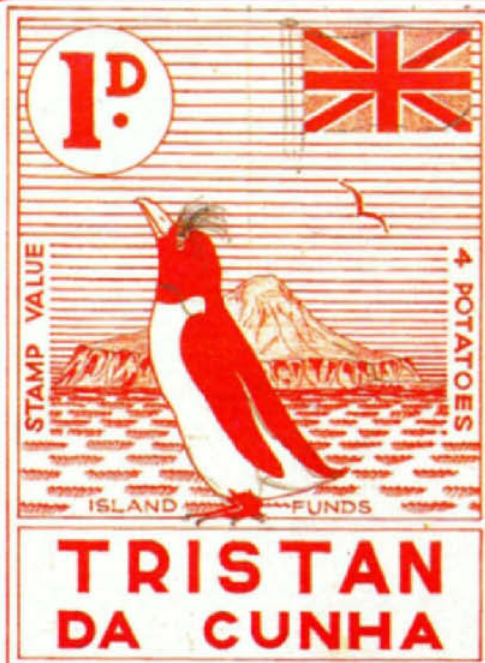
If Harold Smith is a patchwork of a movie, stitching together an assortment of themes and approaches, *The Green Mile* is a cinematic Irish stew, with all manner of mismatched ingredients simmering away together.

It's a Tom Hanks vehicle, with the star playing his usual character, the decent, upright average guy. It's a Stephen King tale of the supernatural, involving miraculous healings and the raising of the dead. It's a prison film: the guards, the Warden, Death Row, etc.

It's a 1930s picture, a more remote and glamorous period than Harold Smith's 70s, but appealing to the same sense of the past (and with Fred Astaire's rendition of 'Cheek to Cheek' the hub around which the plot revolves).

It's a crusading movie, taking off against capital punishment and containing one sequence of a botched execution that's definitely not for the squeamish. In sum, it's a realistic, socially conscious, fantasy weepie (there's a cute little mouse in there, too) which requires a running time of three hours-plus to accommodate all of its concerns, and anyone watching it on video will probably want to arrange at least one intermission. At the time of writing, the film awaits its fate as regards an Oscar or two.

At Your Leisure



● The '4 potato, penny red' received official status in 1979 when it was chosen as the central theme for a miniature sheet marking the centenary of Sir Rowland Hill, inventor of the postage stamp.

HOW THE RN SET ITS STAMP ON TRISTAN

IN 1961 the eruption of the volcano on Tristan da Cunha, the tiny British possession in the middle of the South Atlantic, caused its inhabitants to be temporarily evacuated.

HMS Leopard made a 1,500 mile dash from Simon's Town, South Africa – and produced what remains one of the finest pieces of on-the-spot reportage *Navy News* has ever published.

For obvious reasons, the Royal Navy has had many associations with Tristan since it was annexed by Britain in 1816 – and many of these are explored by Allan Crawford in his third book about the "world's loneliest island", the engagingly titled *Penguins, Potatoes & Postage Stamps*.

Allan, now 88, first went there in 1937 as a surveyor with a Norwegian expedition (Admiralty Chart No. 1769 is based on his work) and returned after the outbreak of war as a meteorologist Lt Cdr RNVRS with the small Navy-manned radio station established there.

After the war he took over the weather station for the civilian authorities and his interest in the islanders resulted in his appointment by the Colonial Office as Honorary Welfare Officer. At the time the island did not have any official postage system and Allan set about designing a series of unofficial stamps.

There were two minor problems, he recalls: "First, we did not have authority to include the head of the monarch, King George VI, on the stamps, so provisionally we placed the Union Jack in this position.

"The second problem was there was still no money on the island so we could not 'sell' our stamps! However, just as the islanders and sailors during World War II had bought their *Tristan*

Times" (a newspaper Allan had edited for them) "for potatoes and cigarettes, each stamp bore a local value expressed in potatoes. The values were based on four potatoes being equivalent to one penny..."

World War II was the turning point in the islanders' isolation. Thanks to the Royal Navy, they experienced for the first time electric lights, telephones and water-borne sanitation. The sailors stationed there were under the authority of a Naval surgeon lieutenant commander who was not only responsible for the medical health of the whole island, but also held magisterial status. Schooling was reintroduced and the children were taught to read and write.

Even so, the islanders were not to be tempted away. In 1937 only six of the inhabitants had ever been in the outside world – "had even seen so much as a horse and cart". And in 1961 after the volcano erupted and they were evacuated to England they were miserable in exile. Two years later 95 per cent of them went back.

The book carries a foreword by the Duke of York, who writes: "I have sadly never had the opportunity to visit Tristan, as my father has, however my association with the people of the South Atlantic is synonymous with my service in the Falklands along with my later visits to Ascension Island and St Helena, where the school is named after me... I hope that all of you who read this book get a feeling of how special Tristan is."

● *Penguins, Potatoes & Postage Stamps* is available from Anthony Nelson, PO Box 9, Oswestry, Shropshire SY11 1BY at £25 plus £2pp or from the author at Rosebank, Best Beech Hill, Wadhurst, East Sussex TN5 6JT.

Dark tales from the other Daedalus

Gunpowder used in wartime plots – now it can be told

TALES of mutiny and a plot to blow up the NCOs mess at an obscure wartime establishment have come to light with the publication of *Ship Without Water* (Churnet Valley Books, £8.95).

The incidents are recounted from reminiscences compiled by Graham Bebbington of people who passed through the RN artificer training establishment HMS Daedalus II at Clayton Hall, Newcastle under Lyme. The high spirits of the appren-

tices produced a whole catalogue of protests and revolts against authority, most of them having to do with food, or the perceived lack of it.

One enterprising group pinched one of the Captain's chickens – and was then faced with the problem of cooking it. They decided to pack it with clay and put it in their stove to bake. Unfortunately, once encased in clay the bird was too big to fit inside.

So it was hacked to pieces with a penknife before being re-packed with clay and spread over the hot coals. Billowing clouds of smoke from the burning chicken pieces soon stank the place out – and the Officer of the Day was due on his rounds in 30 minutes.

Someone had the bright idea of

burning a gym shoe to disguise the aroma.

By far the most serious protest occurred in 1944 with the so-called "Grapes of Rothwell" incident. The Executive Commander, Lt Cdr(E) C. Rothwell, made extensive use of the greenhouses at Clayton Hall, particularly the vines. Having found that some of his grapes were missing, he ordered all leave to be stopped until the culprits were found.

As a result, the apprentices marched in protest to the quarter-deck, tore down the flag from the mast and hoisted a red jersey. Several then marched on the guardroom where the RPOs locked themselves in.

Armed local units were immediately brought in to surround the

Hall complex as it was feared a more serious confrontation might arise – after all, the apprentices had access to guns and ammunition – but peace was restored after the culprits confessed.

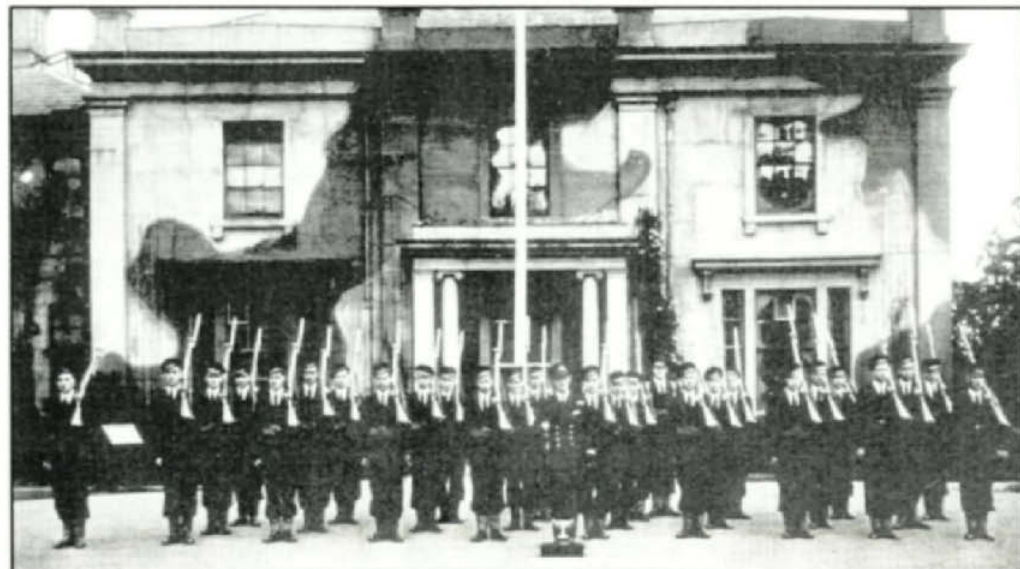
Use of explosives naturally formed part of the ordnance apprentices training. Eddie Cuthbert (2nd Benbow Division) recalls how a number of bags of propellant used with a 3in maroon mortar went missing and were used in secret experiments with various unconventional containers.

"We got the hang of it just about the time our instructor NCOs decided to have a party in their mess. Some of these had given us a bad time and no doubt we were very envious of their privileges, so the second Gunpowder Plot was hatched. With hindsight, it was a stupid thing to do..."

The NCOs' facility was located in a Nissen-type building in the grounds of Clayton Hall. On the evening of the event, a careful approach was made under cover of shrubbery and darkness. At an opportune moment the device was fused and inserted into the aperture between the corrugated tin forming the outer wall of the building and the inner skin.

The perpetrators then retired to view the effect of the explosion. They did not have to wait long. The device exploded and, as part of its design included smoke generator filling, a suitably effective smoke cloud resulted.

After a short while the hut spewed forth very irate NCOs with their wives and girlfriends and at this point the miscreants fled. There was an inquiry, of course – but no charges were ever brought.



● 2nd Benbow Divisional Guard parade before Clayton Hall, camouflaged against enemy air attack. It faced even bigger danger from within...

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TIGER, LION & BLAKE 1942-1986

The Navy's Last Cruisers

Thirteen chapters of highly readable text tell the story of the Royal Navy's last big-gun cruisers from the laying down of the hulls to their arrival at the breaker's yard. The text is enlivened by memories from those who served in the ships and there are over 110 black & white and seven

SEA HARRIERS UN



'GREEN MEN' LAND ON HMS



● ON THE MOVE: The Mobile Training Team from Flag Officer Sea Training assembles on the flight deck of HMS Illustrious during their time with the Gulf Task Force which deployed in January.

DEVONPORT-BASED readers of Navy News will be familiar with the comings and goings of the 'Men in Green' on Flag Officer Sea Training's staff.

But their distinctive attire is also seen much further afield than Plymouth, when staff from FOST take on mobile training tasks abroad.

The latest deployment of this type saw a team of 26 men deploying to the Gulf Task Group led by HMS Illustrious when the ship requested a training package for the deployment which began in January.

The team, led by SMEO to FOST, Cdr Frank Sherlock, was made up of 26 personnel including 14 HQ staff and two trainers from Flag Officer Naval Aviation (FONA) for the specialist aviation tasks.

The Devonport training team and FONA's representatives sailed with HMS Monmouth and conducted their training in passage to Gibraltar.

And a Portsmouth training team embarked in HMS Gloucester as she made her way to the Mediterranean.

On arrival at Gibraltar both teams embarked in HMS Illustrious and they were joined by the remaining FOST staff who flew out from the UK.

Using experience gained through a similar deployment to HMS Invincible in January 1999, a six-day package of training was devised for HMS Illustrious after consultation with her own training staff.

It focused primarily on Nuclear, Chemical and Biological Defence but

also included a major hangar fire exercise involving almost all of the ship's company.

On the final day of the package, Sunday, the whole ship was closed in the first major staff-covered chemical defence exercise to be conducted in a carrier for at least eight years.

FOST staff found the opportunity to mull over issues during quiet moments gave them the chance to plan for the programme to fit the ship's exact requirements.

And the flexibility derived from having the team embarked meant that operations were not affected.

Having survived a 6.5-hour fire drill back from Crete in an RAF Hercules, the team had just enough time to draw breath before resuming their normal routine of boat transfers to sea ships training out of Devonport.

In a report on the training package, Cdr Sherlock said: "A great deal of ground was covered and the ship benefited enormously from the efforts."

"More importantly, it proved once again that given the resources, with careful planning and a willing customer, FOST can provide our major warships with the same quality and intensity of mobile training that is currently given to our frigates and destroyers."

"Significantly, on each occasion over the last three years, this has been achieved without compromising the ability of the carrier to work with the embarked air group to the required levels of operational capability."

UNDER FIRE IN IRAQ

SEA HARRIERS from HMS Illustrious have come under fire from Iraqi air defence units while helping to police the 'no-fly' zone in the south of the country.

FA2s from 801 Squadron in HMS Illustrious have been locked-on to by missile targeting radars and fired at by anti-aircraft artillery (triple A) on several sorties over Iraq.

But the Sea Harriers, which have been providing fighter cover for reconnaissance missions and working alongside aircraft from the American supercarriers USS John F Kennedy and USS John C Stennis, have escaped damage on every occasion.

While the FA2s have been busy with Operation Southern Watch, a ten-strong Royal Navy task group led by HMS Illustrious has been engaged in a series of exercises with Gulf and Allied navies.

Exercise Grey Strike tested communications between Task Group Command in HMS Illustrious and HMS Triumph, and a number of combined anti-submarine exercises followed.

Grey Strike also showed that HMS Triumph can target her Tomahawk land attack missiles (TLAMS) by using data supplied by HMS Illustrious and other elements of the task group.

The Type 42 destroyer HMS Gloucester has been providing air defence for HMS Illustrious and she has been taking part in exercises with the Royal Saudi and Bahraini air forces who landed Super Puma helicopters on the Illustrious's flight deck.

After a visit to Bahrain the task group took part in a major GULFEX organised by the US Navy's 5th Fleet, with RN vessels working alongside ships of both the US and Bahraini navies.

Air groups from HMS Illustrious 'attacked' the USS John C Stennis while HMS Triumph provided the submarine threat, and Illustrious also refuelled from the American supply ship USS Tippecanoe, proving the interoperability of the NATO navies.

Harriers from 801 Squadron and Airborne Early Warning (AEW) helicopters from 849 NAS also took part in Exercise Neon Falcon, a regular air defence exercise between the RN, US Navy and Bahraini Defence Forces.

Exercise Arabian Gauntlet was a coalition exercise involving the minesweepers HMS Atherstone, HMS Bridport and HMS Inverness and it helped to enhance the mine countermeasure techniques used by the RN ships and their Gulf counterparts as well as the Dutch and Belgian navies.

Hydrographic Survey vessel HMS Beagle has been busy gathering oceanographic data which will be used to update navigational charts needed for



● **HARRIERS** (above) from 801 NAS. The Squadron has come under fire in the Gulf.

● **INSPECTION:** Rear Admiral Ian Forbes who has handed over task group command to Rear Admiral Stephen Meyer.

Exercise Saif Sereia off the coast of Oman next year.

And HMS Monmouth has been heavily engaged in maritime interdiction operations in the Northern Arabian Gulf.

The Type 23 frigate known to the Fleet as 'Black Duke' has been boarding commercial vessels in the Northern Gulf to ensure that oil is not being smuggled out of Iraq in contravention of the United Nations trade embargo.

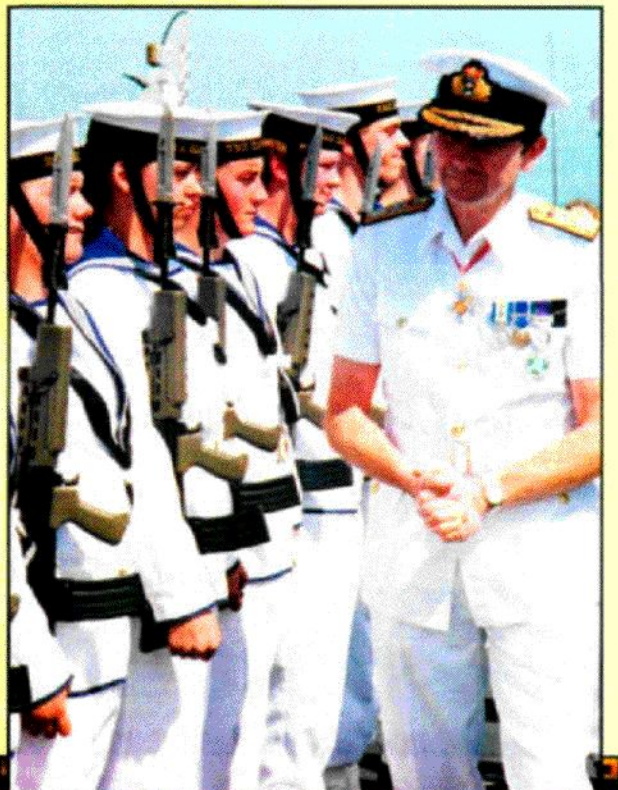
When the task group leaves the Gulf it will head for the Red Sea for exercises with the French Navy before passing through the Suez Canal for visits to Israel and Malta on the way back to the UK.

□ **WHEN THE** supply ship RFA Fort George was ordered to divert from the Gulf to join the aid effort in Mozambique she was ready to depart in just 12 hours.

During that time the RFA unloaded huge quantities of fuel and supplies to Illustrious and embarked five Sea King helicopters from 820 NAS, together with their crews, ground staff, spare parts and luggage.

The rapid transfer gave HMS Illustrious enough stores to operate autonomously until RFA Orangeleaf arrived to take over the job of fuelling the task group.

□ **820 Naval Air Squadron** in Mozambique - turn to page 4.



ILLUSTRIOUS



● **FIREFIGHTERS:** Members of the Damage Control team in HMS Illustrious in the middle of hanger fire exercise with involved almost everyone on board.



● **RATIONS:** Tonnes of food and supplies are piled up ready for 820 Naval Air Squadron's emergency deployment to Mozambique. The squadron was ready to sail with RFA Fort George in just 12 hours.

Life renewed for Spennymoor & Ferryhill

One-man stand by Chris saves a dying branch

THE DOGGED determination of former Fleet Air Arm sailor Chris Lewarne in refusing to allow a small County Durham branch to die has led to its revival.

Although recommissioned on February 26, Spennymoor and Ferryhill branch was never really disbanded.

For years Shipmate Lewarne and the official standard he bore each Remembrance Day were all that was left of the branch, and he was told that time was running out for its continued existence.

But with his wife he appealed in newspapers and on local radio and eventually found six recruits, who in turn brought along others.

Chris said: "The branch folded, but it was never officially closed because the standard was never laid up."

"It was all that was keeping it alive. I was given a year to reform the branch or give up the standard."

Chris is now the chairman of the

'recommissioned' branch, with Shipmates John Snowball as vice chairman, Garret Murphy as secretary, Paul King as treasurer, Vicky Cummins as PRO and Chris's wife, Elizabeth, as delegate and social secretary.

Members were very pleased with the turnout and support from other branches for the recommissioning ceremony.

Also there, were local dignitaries and members of other Armed Forces, as well as National Council chairman Shipmate Fred Chambers and his deputy, Shipmate Terry Halder.

The branch holds meetings at 8pm every first and third Wednesday of the month on the first floor of the KGH Club at Spennymoor. Chris and Elizabeth Lewarne can be contacted on 01388 810197.

A matter of life and death on board . . .

Around the Branches

Aquitaine

The Flag now flies proudly in France with the commissioning of the first RNA branch there - Aquitaine. Shipmates heading for the Dordogne will find the branch



THE 80-year-old author of a new book on the cruiser HMS Southampton was given the opportunity of presenting a volume to the Commanding Officer of the present Southampton, Cdr Mark Trevor, when survivors of the wartime vessel were guests at the rededication of the Type 42 destroyer at Portsmouth.

Stroud RNA member Leonard Wells, whose book *The Life and Death of a Cruiser in World*

War Two, is drawn from his own experiences on board the fifth Southampton, sunk in January 1941.

He made the book presentation at a ceremony in the Type 42's hangar. Copies are on sale at the Imperial War Museum and Chatham Historic Dockyard.

After her rededication, the Southampton was undertaking a seven-month tour of duty in the South Atlantic.

asked friends to contribute towards a granite seat at a local beauty spot rather than buy them gifts.

As a result, and with the help of East Looe Town Trust, they have now been able to provide another amenity for their community.

Carlisle & District

Branch member, Shipmate John Napier, has had a road named after him in a new housing development in Ajax, Ontario.

The town of Ajax has strong links with Battle of the River Plate veterans, and John (80) - who was an HMS Exeter AB in the battle - attended the reunion in Ajax for the former members of the ships' companies of the Exeter and of

HM ships Ajax and Achilles.

During the final ceremony he was told that a new road would be named Napier Court in line with Ajax town's policy of naming streets after River Plate veterans. Coincidentally, John's daughter lives in Dodsworth Crescent, Ajax.

Bury

A surprise presentation of life membership was made at the annual general meeting to the branch chairman, Shipmate Albert Garvey. Over the past eight years, Albert has run the branch on a day-to-day basis. Flowers were presented to Albert's wife, Hilda, for her typing efforts and for organising raffles.

Worthing

The branch suffered a double blow with the deaths of vice president, Shipmate Doug Dean, ex-RM, and chairman, Shipmate Harry Foster. Members of the branch and standard bearers and representatives of other RNA branches attended the funerals.

Elected as new vice president and chairman were, respectively, Shipmates Ray Billing and Peter Newton.

Woking

Almost 100 shipmates and guests celebrated the new millennium with a dinner dance. Toasts were proposed by Shipmates G. Mustard, Rod Fraser and Dave Gorrington, and during the evening, Charles Radcliffe was named Shipmate of the Year.

There were awards, too, for Shipmates Eric Rice and Jim Halls. They were presented with silver salvers for outstanding service. And seven ladies, who over the years had provided food at social evenings, were made honorary members.

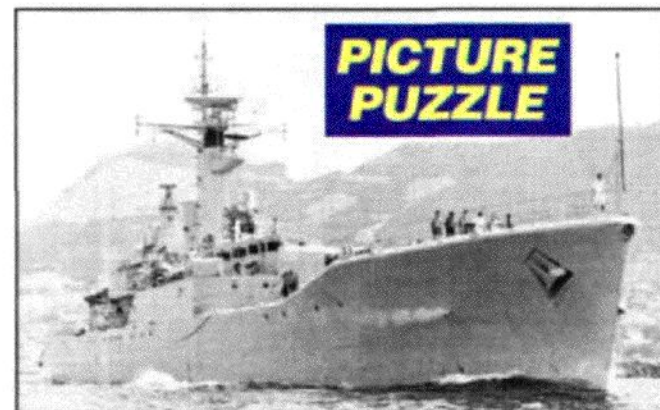
Shipmate Fraser thanked members for raising £4,000 for local charities last year, as well as £14,000 for the Poppy Day Appeal. He was also grateful for the sponsorship of Gurkha veteran, Sirahadur Rai of 10th Gurkha Rifles.

Boston

Almost a year after its 50th anniversary, Boston branch has been presented with its Golden Jubilee certificate. It was received from No. 9 Area Deputy National Councillor, Shipmate Keith Crawford, by the branch president, Shipmate Brian Thornton. The branch meets at the Conservative Club, Main Ridge, on the first Tuesday of each month.

Looe

When Shipmates George Butler and his wife Pam - the branch's social secretary - celebrated their golden wedding anniversary they



PICTURE PUZZLE

OUR Mystery Picture in the February issue was identified by J. A. Young of Warminster, Wiltshire. He correctly spotted it as the destroyer HMS *Chevron* (1944-69).

His entry was picked at random, and he receives our £30 prize. The identity of this month's mystery ship also carries a £30 prize.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is May 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 62

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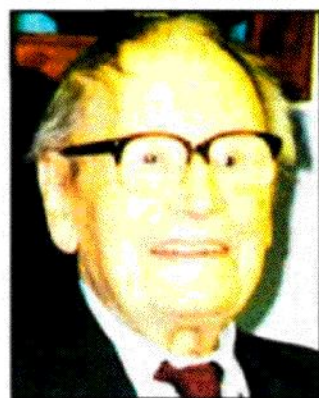


Oldest sailor (105) given a rare send-off



● Preceded by ex-service standards, Billy Wright's friends bear his coffin into Beckenham Crematorium as (above left) it is saluted by a Royal Navy contingent from HMS Drake.

Pictures: Croydon Advertiser



● Shipmate Billy Wright – he joined the Navy in 1910.

A PARTY of serving members of the Royal Navy provided a rare send-off at the funeral of the oldest member of the RNA – and probably the oldest former member of the Royal Navy.

Two officers and three ratings from the Maritime School at HMS Dryad in Hampshire attended the service for 105-year-old Shipmate Billy Wright of Bromley branch. They joined 50 members of the RNA with standards from the branches of Bromley, Purley

and Croydon.

Also there, were representatives of Croydon and Addington branches of the Royal British Legion and Croydon Royal Artillery Association.

Billy joined the Navy as a boy entrant in 1910, serving until 1935. He was recalled for duty in 1939, being demobbed in 1945 as an able seaman.

During World War I he served in HM ships Vivid, Faulknor, the battleship HMS Centurion – from which he was drafted a few days before he took part in the Battle of Jutland – and the destroyers Contest and Valorous.

Between the wars his ships included the aircraft carriers Eagle and Furious, and the battleship

HMS Revenge. In 1920 Billy was in the Revenge when she was sent to Ismir to protect British interests during the Greco-Turkish war.

During World War II he served in the cruiser HMS Ceres in the early stages of the Battle of the Atlantic, subsequently serving at the shore bases HMS Drake and HMS Kestrel – the RN air station at Worthy Down.

In 1998 Billy received the Legion d'Honneur from France in recognition of his First World War service.

He was active almost to the time of his death. At the sheltered accommodation in which he lived, he mostly looked after himself, getting help only with housework and laundry.

Lottery pays for branch's leaking roof

THE PROBLEM of paying for repairs to Bromley branch's leaking roof has been solved – thanks to a £2,800 grant by the National Lottery Charities Board.

And as the branch's HQ at Bromley Common is also that of TS Narvik, the local Sea Cadets have benefited, too.

Another sum of near £1,000 was granted from the Lottery fund to Bromley and District branch of the Association of Wrens to buy a display stand and office equipment to enhance recruitment.

Active in Bromley for 50 years the Wrens group takes part in a wide range of activities which new recruits can join by calling Marion Leaver on 0181 850 5560.

Bromley branch of the RNA, also on the look-out for new members, can be contacted through Alan Clarke on 01689 815454.

In Brief

VICE PRESIDENT of Windsor branch, Shipmate Peter Gray, has been made an MBE. A member of the branch since 1957, Peter is a life member and a member of the HMS Ganges Association.

MARKET Harborough's social secretary, Shipmate Geoff Chester, has also been made an MBE. He is a Principal Officer in the Prison Service.

HAVING organised a donation for the Falklands Memorial Chapel at Pangbourne College, Shipmate Robert Lawson of Letchworth & Hitchin branch attended the chapel's official opening by the Queen, and with the other guests joined her for tea.

A MILLENNIUM lunch at Criccieth was attended by 40 members of Pwllheli branch. Special guest was Lt Col R. E. Thomas.

SHIPMATE Charles Brown was honoured with life membership at a meeting of Wisbech branch. The award was made in recognition of his long service as social secretary and treasurer. He is also a member of the RN Patrol Service Association.

AT THE annual general meeting of Leicester branch the following shipmates

were elected: A. Plant (chairman), R. Carter (vice chairman), T. Bailey (treasurer). Donations of £50 each were made to the RN Benevolent Trust and the Merchant Navy Memorial Fund.

ARRANGEMENTS for the parade and dedication on April 2 of the new standard of Exeter branch were being made by Shipmate Richard Debenham, ex-RM, a committee member and recently created life member. Formerly of Luton branch, he is also chairman of No. 4 Area and has held most offices at Exeter.

NEWLY-FORMED Hornsey branch held its first social evening at which 48 members of Enfield branch were entertained. The retiring chairman of the Royal British Legion branch was presented with associate membership, a badge and tie by Hornsey's vice president (Shipmate D. Wheeler), Shipmate Wheeler's daughter, and chairman John Godridge.

PRESIDENT of Paddock Wood branch, Shipmate Lt Cdr A. J. S. Knocker RN (ret'd) presented life membership to Shipmates Ray Hubble and Fred King, and 'thank you' certificates to Shipmates Bill Skinner, John Stevens, Phil Jeffrey and Peter Barrett.

Rules brought into play over RNA youngest

MEMBERS at Bude and Kendal who claim to have the RNA's youngest recruits have been put right by those shipmates who have read the rules carefully.

Navy News in its February issue reported separate claims by the branches that 14-year-old Sea Cadet Katie Sparkes of Bude branch and 17-year-old serving sailor Michael Dacre of Kendal held the record as the Association's youngest members.

That was in response to an earlier item from Blackpool and Fylde branch that sailor Nicholas Sheldrick (18) was possibly the youngest.

It seems that, after all, Blackpool's claim remains (so far) unchallenged, as RNA headquarters confirms that no one can become a member of the Association under the age of 18.

If chapter and verse is required, the secretary of Kingston upon Thames branch, Shipmate Gordon

Tucker, wrote to us pointing out that: "Regrettably Katie cannot be a full member under Membership Rule 2(c) as she is neither serving in the RN nor is she ex-RN. Neither can she be an associate member under Rule 2(e) as she has not yet attained the age of 18."

"It pains me to cast a damper on the aspirations of such a seemingly keen and dedicated young person. However, 'rules is rules' and must be adhered to."

Mr Tucker nevertheless passes his best wishes to Katie for her success in her ambition to be a Royal Marines musician – as does General Secretary Capt Bob McQueen RN (ret'd), who said there was no objection to Katie attending meetings and taking part in RNA activities, as she is doing.

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Education

Male first at all-girls High

ROYAL High School headmistress Margaret Winfield retires this month amid great regret – but the girls have a “landmark first” to look forward to with her successor.

James Graham-Brown is the first male head ever to be appointed to any of the 25 Girls Day School Trust schools in the country since their foundation in 1872.

Married with two daughters, he has been headmaster at Truro High School for Girls for the past seven years. He began his teaching career at Bath – and now he is back there as head of the city's only independent school for girls, where he will move in with his family over Easter.

“I am sure this will add to the school's family feel,” Margaret Winfield told *Navy News*. “That has always been our aim, to create a supportive and friendly community, in which each girl is helped to grow in confidence and fulfil her potential.”

Says James Graham-Brown: “This school really provides the best of both worlds. Academic high fliers soar, while less outstanding students are given plenty of

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Education



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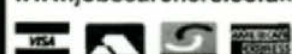
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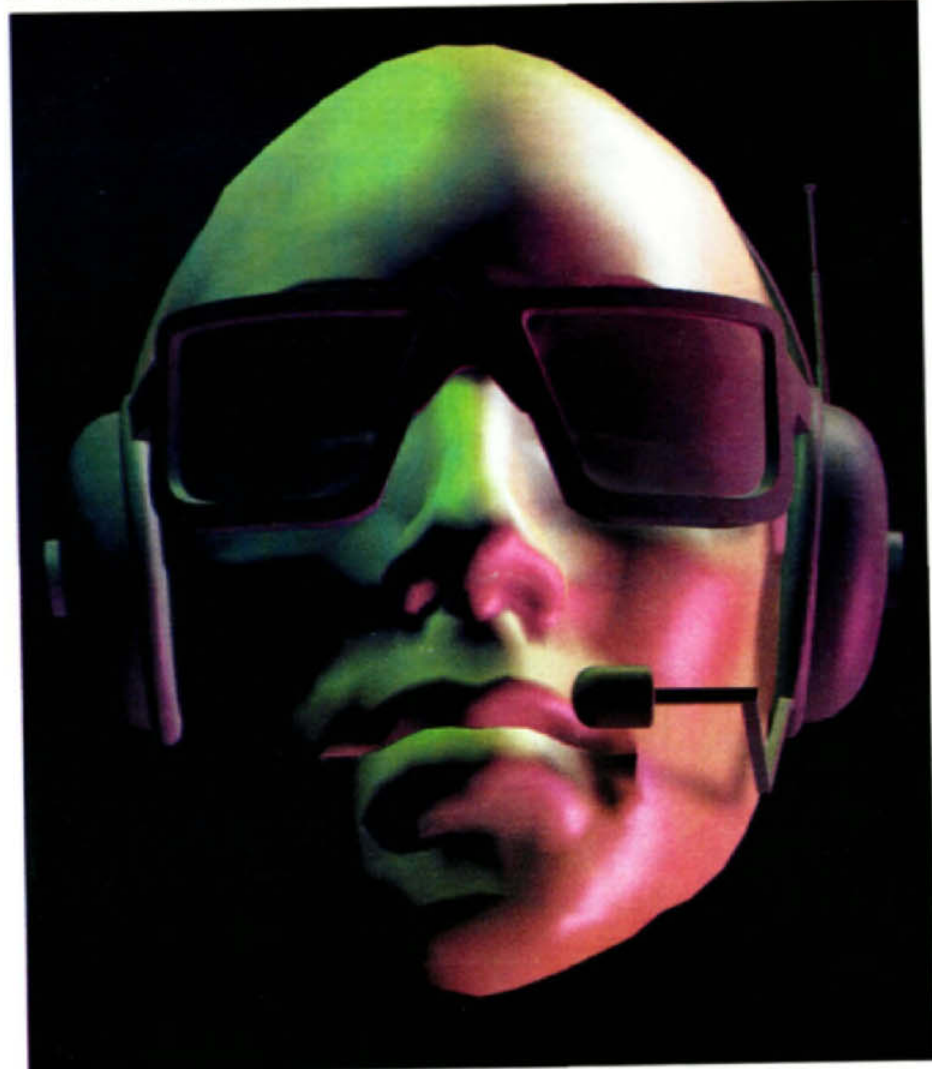
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● Who's listening? Posters remind staff and students why Chicksands exists.

Royal Navy personnel have been known to head inland to deepest Bedfordshire and disappear for months on end. **MIKE GRAY** tracks them down.

Intelligence life at Chicksands

IT IS something of a standing joke among RN people at Chicksands that no one seems to know exactly where or what it is.

Admittedly, it is not the easiest place to find. One small road sign points the way – into a small forest.

The nearest coast is over 70 miles east, and Grafham Water is 15 miles distant.

Follow that sign into the trees and suddenly the vista opens up and 620 acres of Chicksands spreads across the gentle folds of Bedfordshire.



Not the first place you would expect to find sailors – but then the Defence Intelligence and Security Centre (DISC) throws up the odd surprise.

For example, many see the aerials and perimeter wires and think of secrecy. But the base is open twice a month to allow the public in to see the historic Priory, which is the base's wardroom.

In a military sense the base is a trailblazer; staff believe it is the first truly purple training establishment, and are proud of

the steps that have been made to integrate all three Services and civilians.

"It's a tri-Service base, though there is more Army, and about equal numbers of RAF and RN," said Lt Cdr Andy McGrenary, RN Directing Staff of the Defence Intelligence and Security School.

"It's a bit like a small university campus, and a lot of countries are very interested in what we do here."

"What we teach here is principles. We try to give people the basic skills and tools to do their jobs."

"They can go away and learn the specific skills later."

Those basic skills are in a number of core disciplines covered by DISC, a MOD agency, at Chicksands. One major element is signals intelligence (Sigint), both voice and non-voice.

Students – almost 7,000 from the Armed Forces and more than 40 other countries passed through last year – are expected to think for themselves, rather than learn parrot-fashion – a

fact which echoes the Enigma-cracking ethos of one of the base's ancestors, Bletchley Park.

The intensity of the courses is best illustrated in the Morse and keyboard classes, where a momentary lapse of concentration can prove disastrous – the exam pass mark is 99.5 per cent, and the Navy works to a speed of 25 words per minute, while for operational reasons the Army and RAF requirement is 18.

Assessment is rigorous, and students must work hard – with long courses, many of well over a year, failure is expensive for DISC and has wasted a good deal of a person's career.

On these particular courses there is a twist – they may be working with any language. So a student like LWTR Mark Bradley, using the new computerised Morse training system, may find himself being tested in Slav.

On Mark's 65-week course – including a 17-week RN module – he is combining the skills of linguist, Morse operator and touch typist, all achieved at a breakneck pace.

The Naval element is strong at Chicksands. There are normally more than 100 sailors on site at any time, and the number of RN courses across the disciplines is growing rapidly.

Intelligence training has now expanded into a wider field than was previously felt necessary.

"We are now seeking the 'totally-prepared battlespace', knowing who's in there, what they are doing and will do – we use all areas of information," said Lt Cdr McGrenary.

That concept takes in information support in public affairs and media operations – the perception issue of populations at home and abroad now figures large. Casualties, for example, are anathema to the public.

"But it is support – not the replacement of old-fashioned methods," said Lt Cdr McGrenary.

Listening in to the world

THE RAPID pace of technology presents a constant challenge to the Services – but the skills of the operators are still of utmost importance.

In the field of signals intelligence (Sigint) there is the potential to switch away from hardware to computer software.

WO Mac McLoughlin, who deals with special signals intelligence, said: "This is the stuff in the radio spectrum that you see as just noise or interference, but which we see as information. We might be tasked with looking into a country – its communications profile, looking through HF, VHF and UHF for clues."

"So radio theory is important in this – the need to know about modulation and so on."

"They learn how to work out the square root of a jammer – then they must learn how to open it."

"They use oscilloscopes, spectrum analysers, demodulators, frequency genera-

tors, radio receivers, reel-to-reel recorders and PC software packages."

"They not only know how to operate them, but also how they work to get the best out of the equipment."

But a computer with £700 of software can now do the job of £50,000 of hardware.

"The technology is changing," said Mac.

"The digital era is driving costs down and making more complex training more readily available."

"A training room of this type would cost about £1.2 million using old hardware, but using digital software, the price is now more realistically around £120,000."

Such training is not carried out in isolation – although the language element does not date rapidly, the need to keep up to speed in the non-voice signal area is important.

"We are relying on people coming back from sea or operational billets bringing new ideas and current theory from the operational area," said Mac.

Ferret members are far and wide

CHICKSANDS is home to HMS Ferret, an unusual unit of the Royal Naval Reserve.

The 60 or so members – predominantly lieutenants and lieutenant commanders – are scattered around the country, and therefore cannot undertake the normal weekly training nights, meeting instead on courses or for major social functions.

Apart from four core languages – French, Spanish, Arabic and Russian – members also boast Japanese, Polish, Portuguese and Norwegian, among others.

Three levels of language skill are represented, from colloquial through advanced to diploma or interpreter standard.

Sailors work on language skills

JACKSPEAK is not the only exotic language picked up by sailors during their Naval career.

You may come across a leading hand who has an admirable grasp of Russian, or an Arabic-speaking petty officer – and there's a fair chance they will have been through the doors of X Wing at Chicksands, part of the Defence Special Signals School (DSSS).

Lt Cdr Malcolm Evans, Officer Commanding X Wing, said: "We have got 30-odd different courses, a lot of which are tri-Service, and you can perm any two of three Services in them during training."

"X Wing primarily trains linguistic skills – it's a language training wing. We also train Army Intelligence Corps operators as analysts."

"Y wing is all non-voice, non-language signal intelligence training."

"We train them here in Russian, Serbo-Croat and Arabic as core languages, almost up to advanced level standard."

"We get people

who have never done a foreign language, and they might do their first language here."

"Right from the beginning the signals intelligence spin is put on their training."

"That will take them to a standard within the language, then they move straight into the applied language skill, by applying it to the military task they need it for."

"They spend up to 18 months doing a language training course from the start of the academic phase to the end of the applied skills phase."

Students range in age from the RAF's youngsters, not long out of initial training, to the "old and bold" of some Army personnel.

"RN people tend to be more mature in Service terms and age – they have done perhaps ten to 12 years," said Lt Cdr Evans.

"There is a mixture of age and experience across the three Services. It works very well; they tend to spark off each other and have a good time."

Numbers on courses fluctuate, and occasionally, members of the Navy find themselves in a very small class.

LS Dickie Davies, for example, did the four-week tri-Service element of basic applied Russian – then found he was Charge Chief Sean Kennelly's only student for the remaining 22 weeks.

"Your head hurts at the end of the day, but it's better because I'm getting all of the Charge Chief's experience, as opposed to having



● Head to head: Student LS Dickie Davies enjoys the undivided attention of tutor Charge Chief Sean Kennelly.

Picture: Cpl Vanessa Kennedy (RAF).

to share with another 12 students," said Dickie.

"We go at my speed – some weeks I grasp things quicker than others."

"I am both top and bottom of the class. This week I'm bottom – and there is nowhere to hide."

The chance to join Chicksands can come out of the blue.

POCT Jack Warner said: "I had

no experience in Arabic – my only other language is schoolboy French, which had no relevance at all."

"We were given language aptitude tests as part of our training, and two of us were singled out to do Arabic."

"It's a hard, intensive course, and requires a lot of after-hours revision, but just to be here proves we have achieved something."

NEXT MONTH: Dark blue and purple – true tri-Service training
PLUS: Making secure in the computer age
PLUS: The unusual guests at the Chicksands wardroom



● Military history: the Priory at Chicksands.

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A Navy News Advertising Feature

Watch your spending – to keep the peace

WE ALL KNOW that the lifestyle of single people and those of couples with families are quite different. This month, we take a brief look at planning your family spending...

Is your family one of those that does not budget properly? If so, have you considered the trouble this could lead to, not only financially, but with your domestic relationships, too?

It is vital to know what your financial position is – even if it's not looking too good at the moment. You can plan your way out of problems. So here are our nine tips for keeping control of your family finances:

1. Keep chequebook records

Make sure you have a chequebook with a ledger, instead of counterfoils, so you can enter details of all direct debits, standing orders and cash withdrawals, as well as the cheques you write. This will give you a clear picture of your financial position at any time.

2. Joint or individual accounts?

If you live with your partner or spouse, it's worth considering a joint bank account with them to pay the household bills. But try to put some money of your own aside in a separate account to spend on yourself.

3. Reconcile your statements

Compare your cheque details, standing orders and debit card receipts with your bank statement. Make sure neither you nor your bank have made errors. If you have more than

one account you could even set up a spreadsheet – using Excel for example – to do the calculations for you.

4. Carry out a personal review

If you think you are spending more than you can afford, note down all your monthly expenditure from newspapers to the mortgage, however small the outgoings may be.

Don't forget to apportion bills that are paid quarterly or yearly. Find out where all your money goes and how you're really spending it. You may even change your spending habits forever.

5. Set a budget

Make an income and expenditure budget so you know exactly how much you have to spend each month. If you overspend you can make adjustments the following month.

By doing this you can make sure you don't get into debt. By looking ahead you can plan to cope with price rises and large items of expenditure. Most costs tend to go up a bit each year.

6. Re-organise your bill paying

You are probably paying for major items, like your mortgage, by direct debit. But what about the gas and electricity bills?

Utility providers have long offered budget payment schemes where regular, monthly amounts can be paid by direct debit – and some offer a discount.

Sometimes a debt consolidation with a personal loan could help to improve your cash flow. For short-term emergencies it is possible to overdraw on your bank account – but tell your bank first.

An overdraft can be arranged quickly and easily, but if you plunge into the red without the bank's agreement you will suffer high bank charges.

Some banks may offer you a standing arrangement whereby you can overdraw up to, say, £50 – so allowing minor miscalculations on your part without penalty.

7. Planning for your children

Raising a family is an expensive business. Many people starting a family begin a long-term family budget, and the habit seems to stick, even when children have left home.

Parents will spend almost £80,000 over 18 years raising a child – and that does not include school fees. The more children you have, the bigger the financial headache.

Make sure you claim any Government benefits to which you are entitled. Parents may be entitled to child benefit for each offspring.

8. Thinking about the future

Other aspects of financial planning also need close attention. Everyone should make a will and keep it up to date.

Make sure your pension will provide you with a comfortable retirement.

9. Insurance

Make sure you have adequate insurance to protect you, your family home and your health.

● **THIS feature was provided by Warrior Group Ltd, which, in partnership with Naafi, offers financial services to members of the Armed Forces. Further information: call Warrior on 0800 21222324.**

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£5,000	Monthly	£482.12	£190.76	£113.17	11.9%
	Total	£5,785.37	£6,867.37	£9,506.37	

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£7,500	Monthly	£667.35	£250.01	£133.38	12.9%
	Total	£8,008.09	£9,000.17	£11,203.85	
£5,000	Monthly	£449.02	£170.90	£93.69	14.9%
	Total	£5,388.17	£6,152.26	£7,870.50	

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A Navy News Advertising Feature

Fingertip control of your banking

THE communications revolution of the past decade has transformed the way in which many of us deal with our banks.

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Now, telephone banking is standard procedure for most major banks, with the Co-operative Bank and First Direct offering mobile-phone banking, too. And since 1997 Internet banking has been available, with almost 15 per cent of British households online.

Over the internet, customers can check their accounts and run them without having to wait at a counter or talk to anyone, and all for the price of a local call. Normally, the only software you need is your browser.

Among the top operators in this field are Barclays, First Direct, Nationwide and the Co-operative Bank.

Legion marks 15 years of loan scheme success

TO CELEBRATE its 15th birthday – and a success rate among its small-business borrowers that outstrips the national average – the Royal British Legion's Small Business Loan Scheme is making a fresh appeal to the thousands of people who leave the Armed Services annually.

About 25,000 Service people leave the forces each year, and many find it difficult to gain alternative employment, especially if they have no, or few recognised, civilian qualifications.

The RBL's Small Business Loan Scheme offers individual loans of up to £5,000 to unemployed ex-Service people who need financial help to start their own business.

Loans are provided by the Legion's Small Business Advice Office where qualified business advisers help to put together business plans. The loans are paid back monthly over three years, and are subject to an administrative charge as well as a repayable security fee.

To apply for the Legion's Small Business Loan Scheme you need to be:

- An existing or former member of the Armed Services.
- A resident of England, Wales,

Northern Ireland or the Irish Republic.

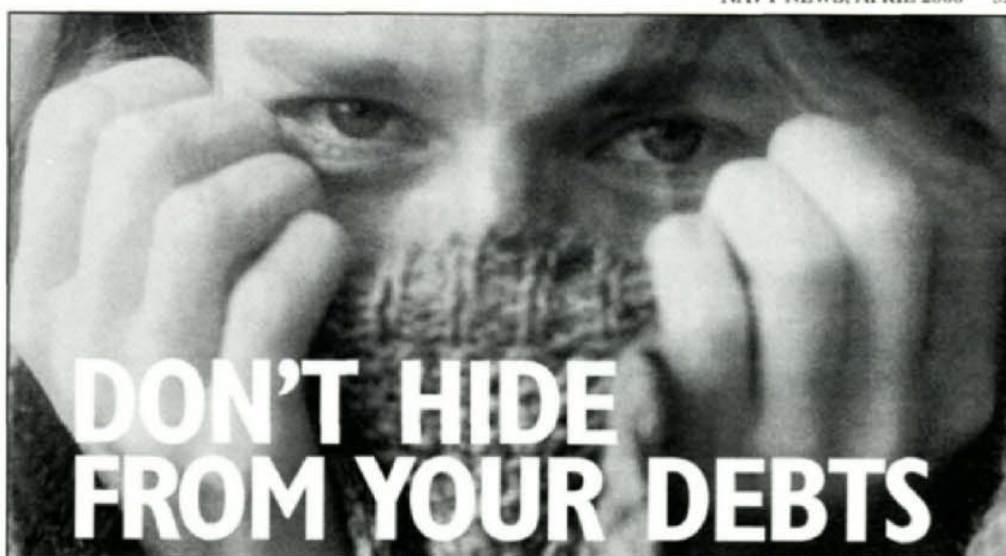
■ Due for military discharge, or – if you have left the Services – unemployed or under threat of redundancy.

■ Aged 60 or under.

Dick Tracey, one of the scheme's business advisers, said:

"Since we started the loan scheme in 1985, we have sent out almost 10,000 starter packs. And with around nine out of ten of our borrowers' businesses succeeding in the first three years, we hope that many more ex-Service men and women will take the step from Social Security to success."

To apply for the Legion's Small Business Loan Scheme, contact Dick Tracey or Dudley Rose at the Small Business Advice Office, The Cottage, Ordnance Road, Tidworth, Wiltshire, SP9 7QD. Tel. 01980 847753.



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News in Brief

Rio review

DESTROYER HMS Southampton and RFA tanker Grey Rover, part of the Atlantic Task Group, are to take part in a 12-nation naval review and sail past in Rio de Janeiro later this month to mark the Brazilian 500th Anniversary celebrations.

Gurkha plea

A PLAQUE commemorating the loss of HMS Gurkha off Norway is to be unveiled on April 9 at the North Sea Traffic Museum in Telavåg.

The museum will feature an exhibition of the ship and 16 men who died. If anyone can help with information or pictures, contact Torstein Saksvik on 0047 5633 8602.

Ocean star

HMS OCEAN shares star billing with the Red Arrows at the Sunderland International Airshow in July. The helicopter carrier will be berthed opposite the National Glass Centre on July 29, and will anchor in Whitburn Bay on July 30.

Sword man

TOP prize for the best student on a Principal Warfare Officer's course last year has been awarded to Lt Cdr Martin John Connell, of HMS Lancaster, who receives the Wilkinson Sword of Honour.

Playing safe

MOD ROAD Safety Week is being extended to a full seven days, to coincide with National Road Safety Week from May 1-7.

Road accident is one of the highest causes of death among MOD personnel, and the Defence Road Safety Committee wants every unit to undertake some form of road safety activity during the week.

More details are published in General Defence Council Instruction 50/00.

VIP visit

DEPUTY Commander Fleet, Vice Admiral Fabian Malbon, has visited Naval Party 1002 in Diego Garcia, an island in the Indian Ocean.

HMS Invincible is also making a call to the island – but only through a communications exercise with 258 Signal Squadron.

Probe into submarine engine incident

AN INVESTIGATION is under way after a submarine in refit moved 30ft during engine tests.

HMS Sceptre, undergoing work by Babcock Rosyth Defence Ltd in Scotland, was being subjected to tests on her main engines and shafts using steam from a shore-based boiler.

During the tests, the boat unexpectedly moved, but the steam supply was quickly shut off, the submarine re-secured and work continued on her.

No one was injured, and a MOD spokeswoman said that as the submarine's reactor was shut down at the time, "at no time was nuclear safety compro-

mised. Safety remains of paramount importance."

She added that an investigation was under way to determine the extent of external damage to the boat, which is not due back into operational service until next year, and that it would be inappropriate to comment further at this time.

US ships test guns on RN range

THREE American warships from the Eisenhower Battle-group polished up their gunnery skills during a brief firing on to the UK's Cape Wrath ranges on the north-west tip of the Scottish mainland, writes Steve Willmot.

The ships – 9,600-ton cruisers USS Anzio and Cape St George, and destroyer USS Mahan – were en route to the Mediterranean when they stopped to use the range for a day from five miles out.

Even traditional Scottish weather – hail, rain, fog, sleet, snow and even occasional sunshine – failed to prevent them obtaining certification for Naval Surface Fire Support using live 5in shells from their Mk 45 light guns.

Controversy over the use of the range by the USN made national headlines last year following the decision by the US Government to withdraw from using their range at Vieques in Puerto Rico.

Claims of environmental destruction by the 'bombardment' were refuted by the MOD.

Cdr Bertie Armstrong, Staff Officer Operations to Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI), said: "The US and other NATO countries have used the ranges before – there is nothing new."

"We impose strict safety conditions which all navies – UK or foreign – conform to, and we monitor their progress."

Claims of depleted uranium shells being fired on to the ranges were described as 'fanciful.'

"Such munitions are not and have never been used on the ranges," he said.

Claims that Puerto Rican protesters planned to canoe out to hinder firings did not prove unfounded.

The voice of protest was

instead left to three individuals, who were allowed access to the range building and revived by range control staff with hot tea after their trek across MOD land and a beach.

■ HMS York's 4.5in Mk 8 gunnery team has conducted one of the largest naval gun-fire support firings of recent times.

A 199-round shoot at Cape Wrath was a great success, conducted without a stoppage despite extreme weather of up to Storm Force Ten.

More ammunition was fired in one day than at any time during the ship's history, and the findings will provide a significant contribution to continuing analysis of the destroyers' gunnery system.

York was assisted ashore by 148 Commando Battery.

Later this year York will join NATO's Standing Naval Force Mediterranean, and is lining up further shoots on the Italian Cape Teulada range.



● Hotline: OM(C)1 Ian Seymour, with 148 Battery, calls for Naval gunfire from the US Navy battleground at Cape Wrath.

Supply of food is combined

A NEW organisation to combine the supply of food to all three Armed Services worldwide will be set up at Ennsleigh, Bath, on April 1.

Announcement of the creation of the Defence Catering Group has been made by Armed Forces Minister John Spellar. It will combine the food policy directorates of the RN, Army and RAF with the Directorate of Services Food Management.

With 65 staff – over half civilian – the new DCG will be under the direction of Air Commodore Steve Wood, a former RAF Director of Catering, and will aid tri-Service co-operation and efficiency savings.

New name, same ideals

AFTER almost 150 years of providing care and support to sailors, Missions to Seamen is changing its name – to The Mission to Seafarers.

The change will be made at a service at Westminster Abbey on April 4.

Canon Glyn Jones, secretary general of the Missions, said the name change would not alter the organisation's stance, but was designed to provide wider appeal.

Vehicle order

OVER 100 new vehicles for the Royal Marines are expected to improve the protection and mobility of 3 Commando Brigade.

The £60 million order for 108 protected, all-terrain vehicles (ATVs) has been placed with Hagglunds Vehicle of Sweden.

The vehicles, due to enter service in 2003, can 'swim', operate in extremes of temperature, and be transported by helicopter.

Missile contract signed

MATRA BAe Dynamics has won a £378 million contract for Royal Navy Sea Wolf missiles, securing 300 UK jobs.

The contract is the final purchase of missiles used in the short-range air defence system fitted to the Navy's frigates.

Announcing the contract, Baroness Symons, Minister for Defence Procurement, said: "This is excellent news, both for the Royal Navy and for UK industry."

"Seawolf provides the Royal Navy with a world-class, battle-proven capability to protect our ships at close range."

"Deliveries of this final buy should begin in 2004, and will

ensure that the missile remains operational well into this century."

The missiles are expected to remain in service beyond 2020.

Sinking is recalled

THE SHIP'S company of the tenth HMS Gloucester paid tribute to the 724 men who died when the ninth Gloucester was sunk by air attack off Crete in 1941.

Wreaths on behalf of the current destroyer, the Fighting G Association and Thetford School were laid as the ship passed Crete en route to the Arabian Gulf.



● She said yes: Lee Edwards and Emma Evans, engaged on his return in HMS Somerset.

Big day for ship – and couple

THE RETURN of HMS Somerset from her Atlantic deployment was particularly notable for one couple.

As the Type 23 frigate sailed in to Devonport after six months away, sailor Lee Edwards unfurled a banner proposing to girlfriend Emma Evans – and Emma said yes.

The deployment saw Somerset become the first RN ship to exercise with an Argentine vessel since

the 1982 Falklands War.

She visited a number of countries on both sides of the Atlantic during her deployment, including Brazil, South Africa, Namibia, Gabon, Ghana, Nigeria and Sierra Leone.

Cdr Paddy McAlpine, the ship's Commanding Officer, said: "Our many port visits have served to build and maintain trust, and have demonstrated to fledgling democ-

racies how accountable armed forces can be used beneficially."

"My ship's company have worked hard for the last six months and can look forward to some well-earned leave in the knowledge that they have shown how today's Royal Navy can be a force for good."

Somerset's return was the first from deployment by an RN warship this millennium.



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RAS practice, bridge training, gunnery, fire drills and floods –

Who needs sea time?



THE SHIP'S company of HMS Iron Duke have been testing their skills to the full – even though their frigate was alongside in Portsmouth.

They have no truck with the old seafarer's saying 'A day alongside is a day wasted' as they have made the most of a two-month enforced break with a comprehensive programme of work-up, upkeep and sport during the Type 23's maintenance period.

The ship took a full role in Flag Officer Surface Flotilla's Harbour Training fortnight, joining other ships in the Naval Base for simulated casualty exercises, air defence exercises and nuclear, biological and chemical defence (NBCD) circuit training.

Iron Duke also hosted visits ranging from members of the Canadian Staff College to delegates of the Millennium Sea Power Conference, and RN and BBC film crews have been on board.

The bridge team took the opportunity to use the bridge trainer at Britannia Royal Naval College, Dartmouth.

The trainer was built in 1993 and updated in 1998, giving abaft-the-beam imaging and utilising digitised maps of Portsmouth and the Solent to give full cover of the South Coast from Dover to Falmouth.

The facility simulates tidal streams, different weather conditions, and light from broad daylight to night.

Practicing blind and visual entries, as well as tug controlling and berthing, the team was able to

train up new members and give the old hands a refresher.

Also to be seen in the West Country was the frigate's RAS (replenishment at sea) team, who used the RAS rig at HMS Raleigh to brush up their skills and blood new members.

With an anti-submarine warfare exercise coming up, and a South Atlantic deployment later in the year, the two days at the Cornish new-intake establishment were spent on practical work and classroom theory.

NBCD training was furthered with a 'fast cruise' at Fountain Lake, with the whole ship attending teach-ins during the morning, then forming sea-going watches in the afternoon.

Four members of the Fourth Frigate Squadron staff acted as

umpires during the ensuing fires and floods.

This line of training culminated in the ship going into a full NBCD exercise at Action Stations – this time alongside Victory Jetty.

Another group from Iron Duke headed to HMS Cambridge, where a one-week visit allowed a full syllabus of drills and gun firings.

These included surface shoots and naval gunfire support exercises, ending with the successful execution of quick fireplans.

S/Lt Nick West organised a ten-day sailing and walking expedition to Snowdonia, while the period alongside also allowed the ship to field a number of sports teams (including one in the RN/RM Ski Championships), allow personnel to take outstanding leave, and get in some quality family time.

It was also reported that the ship is even up to date with all its paperwork...

'... the ship is even up to date with all its paperwork ...'

Win for Silent Duke

HMS IRON DUKE has been awarded the Fleet Anti-Submarine Warfare (ASW) Efficiency trophy.

Her performance in two ASW exercises last year bagged her the cup for the second time in three years.

The first exercise was in February, when she led four ships of the NATO Standing Naval Force Mediterranean into Exercise Dogfish in the Ionian Sea.

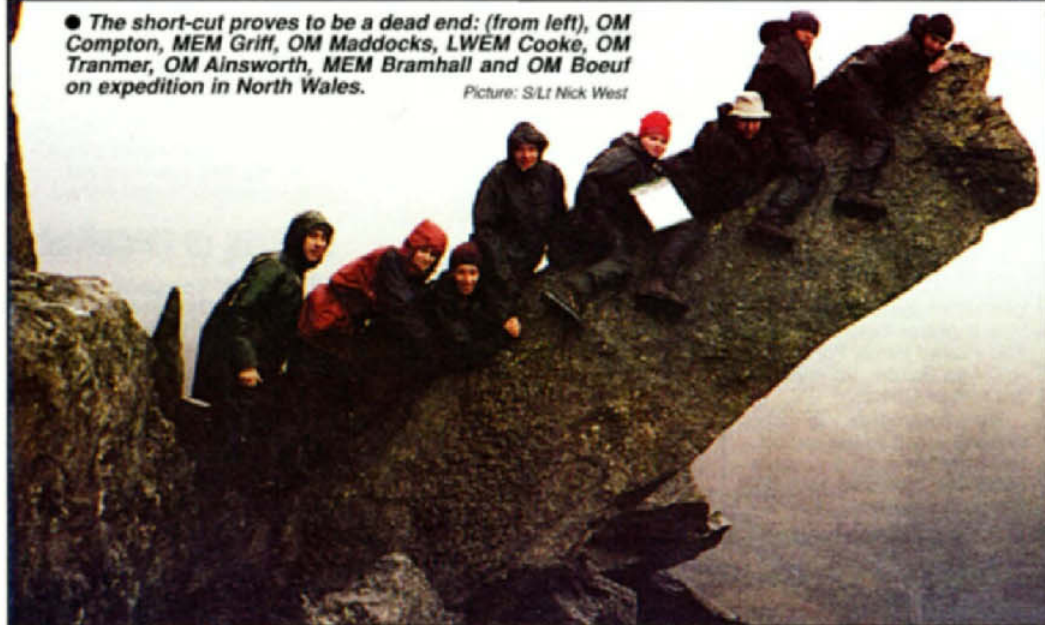
With two American nuclear submarines, and a number of

maritime patrol aircraft in her group, Iron Duke managed to detect and 'destroy' the five 'enemy' diesel submarines.

She followed that up with successful Submarine Command Course Training, and she gained a 'Very Satisfactory' rating in Area Combat Training, when embarked assessors commented on the whole ship awareness of ASW operations, and the best noise-reduction effort within a ship that they had ever seen.

● The short-cut proves to be a dead end: (from left), OM Compton, MEM Griff, OM Maddocks, LWEM Cooke, OM Tranter, OM Ainsworth, MEM Bramhall and OM Boeuf on expedition in North Wales.

Picture: S/Lt Nick West



Ship spot-on in gunfire support

AN IMPRESSIVE display of naval gunfire support by HMS Iron Duke has been recognised with the award of the Grytvisken Cup.

The frigate achieved the best average performance score of all medium-range gun-fitted ships.

But of more significance was Iron Duke's pivotal success in Standing Naval Force Mediterranean's firings at Cape Teulada, where she was responsible for leading the NATO force work-up in naval gunfire support.

In addition to thorough preparations for serials, she

conducted all facets of the art of gunfire support, including illumination for other ships firing high explosives, and two direct runs against a land target.

These were the first such examples to have been received for analysis since 1994.

Iron Duke's citation for the Grytvisken Cup observes: "Through all this work she has not only proven her ability to conduct naval gunfire support, but has considerably enhanced the Royal Navy's reputation within the NATO maritime community."

● Fire down below: LCH Bill Bailey, MEM Jonah Jones and MEM Tim Faloon prepare to go down during HMS Iron Duke's 'fast cruise' at Fountain Lake in Portsmouth Harbour. The three firefighters are wearing the new anti-flash hoods.

Picture: LA(PHOT) Brad Bradbury (SFFPU).

● Water spout: (left) SA Robbie Robinson and MEM Smokey Cole win the battle against flood waters in HMS Iron Duke.

Picture: LA(PHOT) Brad Bradbury (SFFPU).



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Motoring with Glynn Williams



Scenic in lead again

THREE years ago Renault shook up the motoring market with the launch of the Megane-based Scenic to create the multi-activity car niche – and now it's going one better.

For while rivals are chasing to catch up, the Scenic range is gaining an all-wheel drive version which goes on sale in June.

Head-turningly bold in styling, it is designed to be as at home on the school run as when towing a boat.

The Scenic RX4 is not intended to be an out-and-out mud-plugger, but it is more than competent when pushed in the rough stuff.

In fact, driving it on its launch in the Moroccan desert, I found that

its abilities far exceeded my expectations, as we followed a course set out by a Paris-Dakar rally driver.

The beauty of it is that while the suspension has been beefed up at the front and totally redesigned at the rear to give excellent tractability on the rough, the RX4 gives a good ride on the motorway.

Visually, apart from the side panels, the key features are a soft, bullbar-style buffer at the front and neatly-covered spare wheel, with internal release for security, mounted outside on a new side-hinged lower half to the rear door, while the glass top half of the door is top-hinged with electric release.

The powerplant was a 2-litre 16-valve petrol engine with variable

● The Renault Scenic RX4.



valve-timing, but that pumps out 140bhp and is no slouch on the road, with 0-60mph in 11 seconds and 112mph flat-out potential.

Also, because most of the time the front wheels are delivering power on the blacktop, its official average economy is nearly 30mpg.

There will also be a diesel version with a new 1.9-litre common rail direct injection unit with 105bhp and even more torque, a lusty 200Nm at 2,000rpm, yet average 38.4mpg on the combined cycle, and it promises a healthy 14 seconds for the 0-60mph sprint, 99mph top speed.

There are two model specs, the entry-level Sport Alize priced from £18,200 for the diesel and £18,400 for the petrol version, and the

higher-specified Monaco at £1,200 more for the respective engines.

All the Scenic RX4s are well-equipped. A high driving position, generous space and excellent versatility are still there. The under-floor stowage spaces and assorted cubbyholes together provide more space than a Mini boot, and that's without the space behind the back seats with adjustable parcel shelf.

Standard equipment includes air-con and heat-reflecting windscreen, electric front windows, dual electric sunroofs, electric mirrors, driver, front passenger and lateral airbags, 60W hi-fi with CD, and three-point seatbelts all round.

This is certainly a go-anywhere wagon which is soon going to be seen everywhere.

● Vauxhall's keenly-awaited new two-seater sports car has been unveiled to great acclaim at the Geneva Motor Show. Production of the VX220 is due to start at a new factory on the Lotus site in Norfolk in July. The aluminium 2.2-litre engine powers the VX220 to 60mph in under six seconds, and independent double-wishbone suspension on all wheels gives sure-footed cornering. Luxuries such as power steering and central locking have been omitted to save weight, and there are just two dials, speedo and rev-counter, with other LCD functions appearing when needed.



● Navy News goes European with the unveiling of our sponsored car for the Cape-to-Cape Challenge. The Vauxhall Astra will be driven 4,000km from north Norway to Southern Spain by three drivers from HMS Nelson/Amey Business Services – Wendy Laker, David Miles and Bill Morris (pictured with car) – and will raise money for Portsmouth Sea Cadets and the Cancer Research fund.

Picture: LA(PHOT) Paul Smith (SFPJ).

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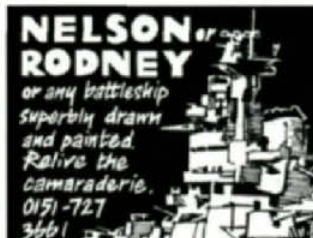


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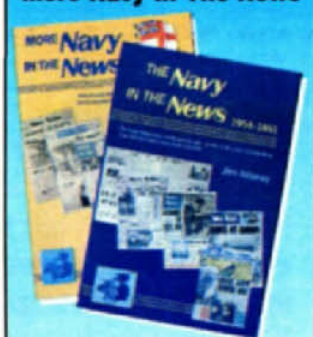
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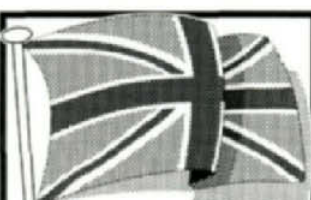
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HIGH ADVENTURE IN THE HIMALAYAS

WHEN Edmund Hillary and Tenzing Norgay reached the summit of Mount Everest in 1953 it seemed that the ultimate mountaineering challenge had been overcome.

But their expedition leader Sir John Hunt believed that a greater feat would be the conquest of the world's third highest peak, the Himalayan giant Kangchenjunga.

At the end of March Lt Cdr Steve Jackson will take a team of elite British Service climbers to Nepal for an attempt on Kangchenjunga's South West face.

In an interview with DOMINIC BLAKE he speaks frankly about the dangers they will face and the reasons why so many mountaineers have perished on its treacherous slopes.

A LOT OF people get killed on Kangchenjunga and a lot of people get killed in the Himalayas said Lt Cdr Steve Jackson. "The statistics show that about one in 12 do not survive.

"The sheer size of the mountain is one of the problems. There are crevasses to fall into, rockfalls, avalanches, and severe weather, particularly the wind, on such a mountain.

"Then there are the physiological threats from the extreme altitude. A significant number of deaths in the Himalayas are down to high altitude cerebral oedema or high altitude pulmonary oedema.

"There's not much oxygen up there so your blood gets much thicker and it is easy to get chronically dehydrated. This makes you more susceptible to cold and to stroke, and if you get caught in bad weather the combination of these things is very difficult to survive."

These are chilling thoughts for any climber, but as the leader of British Services Expedition Kangchenjunga 2000 which aims to take on the 8,586m (28,169ft) peak by its seldom-attempted South West face, they are a practical reality he cannot afford to ignore.

Kangchenjunga was not conquered until the British climber Charles Evans reached the top in 1955. But 32 of the 132 mountaineers who had attempted to reach the summit by 1976 had died in the attempt.

In 1977 two summit teams from a 60-strong Indian expedition were lost on the mountain.

And in the last decade, only a handful of climbers have reached the summit and most of the expeditions which tried took home fewer people than they went with.

So although the logistical task of getting a 14-man team to the



Steve Jackson is Chairman of the RN/RM Mountaineering Association and was Deputy Leader of the successful British Services Expedition to Gasherbrum (26,470ft) in 1996.

remote region on the borders of Nepal, India and Tibet is a daunting one, Steve Jackson's main concern is bringing them all back safely.

He said: "It is dangerous, but everybody on the expedition is extremely fit and very experienced, we have done a tremendous amount of training together in Bavaria and the Alps and there are a number of things we will do which other expeditions might not.

"We won't go onto the glacier unroped and we will be digging snow pits to check the state of the slopes above us to assess the danger of avalanche.

"We have discussed and practised our techniques for fixing

ropes, ascending them, descending them and looking after them, and we've practised crevasse rescue so that if someone does go down one everybody knows exactly what to do.

"I am fixing up a system of weather reports which will let me know where the monsoon is and that will help me to know when my weather window for the summit has arrived.

"So there is an enormous amount that you can do to reduce your exposure to danger and that's exactly what we will be doing. We will be meticulous in our approach and my main aim, first and foremost, is to bring everybody back."

The team fly out to Nepal on March 27 and will spend ten days trekking to the mountain through forests of rhododendron, pine and birch on a route which has been described as the most beautiful walk-in in the world.

After reaching their first base camp at 5,400m (17,712ft) on the Yalung Glacier they will spend a month establishing high camps at 20,000ft, 22,000ft, 24,000ft and 26,000ft before launching a bid for the summit in May.

Of the 14 members of the expedition half are in the Royal Navy and Royal Marines and the rest are drawn from RAF Mountain Rescue teams and the Army's top mountaineering instructors.

The Deputy expedition leader, Surg Cdr Andy Hughes from PJHQ, is the Service's most experienced Himalayan mountaineer and one of the few who have summited over 8,000m.

And the five Royal Marines in the team, Captain James Raitt (CTC) Lt Aleck Burrell (Comacchio Group) C/Sgt Dave



"There is no doubt that those who first climb Kangchenjunga will achieve the greatest feat in mountaineering for it combines in its defences not only the severe handicaps of wind, weather and very high altitude, but technical problems and objective dangers even higher than those we encountered on Everest." Sir John Hunt

Pearce (Cdo Logistics) Sgt Adey Cole (HMS Neptune) and Sgt Larry Foden (Brigade Patrol Group) have a vast range of experience behind them.

Lt Cdr Jackson said: "The climber Joe Simpson wrote a very famous book called *Touching The Void* and I think what he means by 'The Void' is the point where you reach the limit of your comfort zone or safety margin.

"These are people who are prepared to go beyond the void, and leave their safety margin behind them in order to summit.

"Sgt Pearce and Sgt Cole, for example, climbed 'The Nose' of El Capitan in Yosemite, USA, an incredible, vertical, climb which takes six days to complete and the nerve to bivouac on the sheer rock face for five consecutive nights.

"That sort of elite mountaineering, and the sort that the others have done in the Himalayas and the Andes, is what's required to succeed on any of the five highest mountains in the world.

"We are going beyond our boundaries."

While the main team climbs Kangchenjunga, a junior team will attempt the second ever ascent of the 6,700m peak of Ramtang. They will be led by former CBF Falklands, Brigadier David Nichols, who will be passing knowledge gained in a lifetime of mountaineering to younger climbers including Lt John Craig (Faslane) Lt David Goldsmith (BRNC) and L/Cpl Darren Swift RM (42 Cdo).



● ANDES: WO Glen Bridgeman and a soldier from Argentina's 8th Mountain Brigade during the ascent of Aconcagua.

Marines strike out for the North Pole

FOUR Royal Marine Commandos have set off on a 600-mile trek from Northern Canada on one of the last great Polar challenges.

The team is attempting to become the first British team to walk to the Geographic North Pole completely unsupported.

Each man will pull a sledge weighing 250lbs in temperatures that can drop as low as minus 80 degrees centigrade with windchill.

Corporals Alan Chambers, Jason Garland, Charlie Paton and Paul Jones hope to reach the North Pole in just 60 days, despite the threat posed by hungry polar bears, huge leads of open water and the mind-numbing temperatures.

The team put themselves and their equipment to the test in a giant freezer at the Institute of Naval Medicine at Gosport and underwent rigorous training at Resolution Bay before setting out.

And Cpl Chambers, the expedition's leader and veteran of a previous attempt two years ago, is confident that they are as well prepared as they can be.

He said: "We have trained hard and prepared meticulously for this attempt. You can never say with certainty that you will be successful in polar exploration, after all, this challenge has defeated some of the world's most experienced polar explorers.

"But our preparation, combined with the confidence and teamwork instilled throughout our careers as Royal Marines, does give us an advantage. I am confident but definitely not complacent.

Shortly before the Royal Marines set out, Arctic veteran Sir Ranulph Fiennes was forced to abandon his solo trek to the North Pole.

Sir Ranulph, who also visited the Institute of Naval Medicine as part of his preparations, suffered severe frostbite to a hand when he tried to recover a sled, loaded with supplies, which slipped through the ice into the sea.



● ONLY 600 MILES TO GO: Royal Marine Corporals Alan Chambers, Jason Garland, Charlie Paton and Paul Jones set off for the North Pole.

Picture: PO(Phot) Dave Coombes, DCC(N)

At Your Service

Over to You

John Stamp of Dover, called up Feb 1942, discharged June 1946. Gordon Bowyer wishes to find John. Contact Gordon on 01227 766214.

Edward Francis Harkcom: Mrs Dorothy Harkcom seeks info on Edward, who died in HMS Defiance, Nov 1, 1942. Any help over Edward or ship, contact Mrs Harkcom, 6, Abbey Croft, Beauchief, Sheffield.

The Battle of the Barents Sea: Mrs Devers seeks a copy of C Pearce's book, published by Montana, now out of print. Write to Bryntirion Lodge, Cippyn, St Dogmaels, Cardigan SA43 3LS, tel: 01234 613134.

Horace Hawkins: G. Hawkins seeks info on his grandfather (HMS Eagle, 1930s, Hood (?), Tyne, Furious and Duke of York). There is a photo of him being presented to King George VI. Contact G. Hawkins, 8, Prynne Close, Plymouth PL1 5BS, tel: 01752 262236.

HMS Hornbill: B. McDermott has a wedding photo, taken around 1946, attended by a Captain of Hornbill for whom Mr McDermott

was coxswain. Any info to B. McDermott, 46, Rownham Road, Escombe, Kwa Zulu Natal, Sth Africa 4093.

HMS Niger: F. Lee thinks when she was lost, Niger carried other survivors and additions to her crew, as well as HMS Edinburgh survivors. Can anyone recall shipmates drafted to her before she left Russia? Contact F. Lee, 4, Bingley Rd, Bradford, BD9 6HH.

HMS Forester 1945-6: P. Lobley seeks Lt Cdr P. Sharp, Lt H. MacDougall, D. Morel, G. Laverton and A. Dennis. Contact Mr Lobley at 32, Limerick Gdns, Cranham, Essex RM14 1HZ, tel: 01708 50658.

D E M Elphinstone: Stuart Denton seeks info on this cadet in HMS Benbow in Dec. 1927. Stuart has a book with his name and a message on the flyleaf. Contact Stuart at 74, Clarence Rd, Horsham RH13 5SG, email: sdenton@clarencead74.freemove.co.uk

HMS Greyhound H05: Can anyone let Chris Moore have any good photos of this ship? His father, PO Frederick Moore, was fatally injured in her. Contact Chris at 2, Wolfe Close, Cottingham, Nr Hull HU16 5ET.

HMS Scarab 1933-35: Thomas Hartland has film of officers patrolling the Yangtze. If anyone can identify them, contact him at Meadow Cottage, 36, Church Walk, Wellesbourne, Warwick CV35 9QT, tel: 01789 840220, fax: 01789 841822 or email: the.bunting@cwcom.co.net

Reunion of Serving and Former Communications Fleet Chiefs and Warrant Officers will be held in the Warrant Officers and Senior Ranks Mess, HMS Collingwood 23 Jun 00 at 2000. If you are or were a G.T.W.S or a CT who joined the Service as a Communicator, then please get in touch for details.

Ian Stinton Smith 01225 818019 e-mail: sparker.1@btinternet.com, Dick Cooksley 01329 332644, or George Foster 01730 824299, Fax 01730 84202, e-mail: the.bunting@cwcom.co.net

Wishing to contact anyone with any information on the voyage of H.M.S. Salvictor, in 1956 and of her journey to Christmas Island, and her work there during the nuclear tests. Box No. 9678



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(Many Thanks)

Reunions

Beagle, Boadicea and Bulldog 1939-1945 Crews Association: As agreed at the 1999 AGM, the Association was wound up on Dec 31, 1999, and the balance of funds remaining (£806.44) was sent to King George's Fund for Sailors. Hon Sec John Randall died on December 6, 1999, after a short illness.

April

HMS Crane U23-F123 Club: Reunion on April 1 in Pompey. Wives, family, widows and friends welcome. Details from Nobby Hall on 01797 364533 or Ron on 01925 725268.

HMS Glowworm: A short service of remembrance will be held at the National Memorial Arboretum in Staffordshire on April 8: family members and friends welcome. Contact Chris Green on 01580 766610.

HMS Sussex (the unit, not the ship) RNR Reunion Association meet April 8 at Cooper Rawson Hall, Hove Sea Cadet HQ, Basin Rd North, Hove. Details: Jenny Thomas, 41, Wessex Drive, Hatch End, Middx HA5 4PX, email: JennythomasUK@pc.com

FAA Armourers reunion in Coventry over weekend of April 15. Details from Mick Holdsworth, Aylesham Lodge, Adisham Rd, Barham, Canterbury CT4 6EY.

May

HMS Adamant reunion is in May. Further details from A. Walker on 01977 700838.

HMS Narvik 1955-59 reunion on May 5. Rod Jenkins, 33 Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

HMS Royalist Association reunion May 5-7 at Stretton Hotel, Blackpool. Info and form from Mrs P. Quail, 11, Holly Hill, Bassett, Southampton SO16 7ES, tel: 023 8076 7756.

HMS Emerald Association reunion in the Gascoigne Room, Union Jack Club, Waterloo, London on May 6. Contact Colin Houlday on 01262 851279.

Captain Walker's Old Boys Association reunion at Bootle, Merseyside, on May 6. Details: Pat Marsh, 0151 7222080

Far East Veterans Association: Those eligible to join this new association are those who served in the Far East, Korea, Malaya, Borneo and HK, during and since WW II. The 5th Essex branch meets second Monday of each month in Stifford Clays Social Club, Grays, Essex. Details on 01375 400301.

HMS Attacker 879, 886 Squadrons FAA and Ships Company reunion May 11 in

Birmingham. Details from Ray Phillips, 243, Kempshott Lane, Basingstoke RG22 5ND, tel: 01256 321678. SAE please.

HMS Vigo (D231) reunion at the Trecarn Hotel, Babbacombe, over weekend of May 12. Details from Derek Wroe, 15, Macmillan Rd, Rowley Regis, W. Midlands B65 8AR.

HMS Concord Association reunion at the Royal Spa Hall, Bridlington, May 12-14. Contact Peter Lee-Hale, 01249 811405.

HMS Barham Survivors Association reunion on May 13 at the Home Club Portsmouth. Details from George Elliott, Flat 4, Greenwich Court, 25 King St, Southsea PO5 4EU.

HMS Phoebe Association reunion at the King Charles Hotel, Gillingham, May 12-14, all ranks, both ships. Details on 01235 211501, email: roy@pavely.freemove.co.uk

23rd and 26th Destroyer Flotilla reunion, WOs/CPOs Mess, HMS Nelson, Portsmouth, May 27. Bill Swift on 023 9259 1032.

June

Devonport Heavy 'L's reunion at Plymouth in June. Anyone who would like to attend who served in 'L' OE & ME(L) branches on Devonport ships and FMBs, contact Peter Gosling, 65 Kemmure Drive, Plympton, Plymouth PL7 2YJ, tel: 01752 344639.

HMS Chinkara/Kaluga/Cochin/Ooty nostalgia gathering June 11-15 at the St Ives Hotel, St Annes-on-Sea, Blackpool. Details from Colin Baker, RPO Office, Maitiln Cottage, Blackpool Old Road, Little Eccleston, Preson PR3 0YQ, tel: 01995 670495, email: colin@ibaker.fsnet.co.uk

HMS Nightjar (Inskip/Wharries) Wrens are invited to the Chinkara gathering at the St

Ives Hotel, St Annes-on-Sea from June 12-16. Visit to Inskip Camp, coach trip and entertainment. Contact Mrs Margaret (Peggy) Johnson, 116, Headroomgate Rd, St Annes-on-Sea, Lancs FY8 3BG.

Russian Convoy Club (Yorkshire, West Riding Branch) reunion, June 28, Eastborough WMC, Battyse, St. Dunsbury, Details: Cyril Gault, 5, Moorland Close, Glidersome, Leeds LS27 7DH, Tel 0113 253 0596.

HMS Brecon (L76) 1942-45 reunion weekend June 30 to July 2 at Stretton Hotel, Blackpool, also second commission. Details from Doug Stevens, 29, Horselers, Hemel Hempstead HP3 9UH, tel: 01442 251839.

July

148 (Meiktila) Cdo FO Bty RA reunion, RM Poole, July 8, for those not yet registered with Amphibious Bombardment Association and served with COBU, 95 AO Regt RA, 95 FOU, 148 Cdo AOFO Bty, early 1940s to present. CRS Mick Jepson, RM Poole, Hamworthy, Poole BH15 4JZ, tel: 01202 202276.

BHMS Constance 1945-51 Association reunion in London, July 14-15. Details from Ernie Balderson, 43, Old Place, Sleaford, Lincs NG34 7HR, tel: 01529 413410.

HMS Kale (K241) reunion at Southdene Hotel, Bridlington, North Yorkshire from July 14-17. Contact Dick Clay, Madgewood, 31, Cuckmere Way, Brighton BN1 8GA.

EW (Golly) branch reunion at Senior Rates Mess, HMS Dryad, July 29. Open to current and retired EW senior rates. Details from WO Gilly Gilchrist, EW Chief Instructor, Lewin Building, HMS Dryad, Southwick, Fareham, Hants PO17 6EJ, tel: 02392 284526, email: mrew@cwcom.net

Call for Korean veterans

NAVY Korean War veterans are invited to contact Mr C.J. Evans, who is liaising with the Americans over 50th anniversary commemorations.

Mr Evans wants to hear from those who served in the war, and from those whose

ships acted in a supporting role to United States forces.

Contact him at C.J. Evans Ordnance, Downton House, Valley Road, Tarrant Keynston, Blandford, Dorset DT11 9JE, tel/fax 01258 455379.

Calling Old Shipmates

L/Tel John Welton (HMS Amethyst 1949, HMS Eagle 1951), last known address Chester. If anyone knows where John is, contact Jack French on 01242 254308.

HMS Maidstone: S.F. Tillin seeks shipmate Bertie Hamilton, on board when they took Hong Kong. Contact him at 2, Falconry Court, 7 Fairfield South, Kingston KT3 2UR.

POs' Mess, Kalafrana, Malta, 1952-54: Harry Gillingham seeks members - also members of Falcon Theatre Group, Malta drama festival winners, Feb 1953 (Mary Tingle starred). Call Harry on 01348 831540.

HMS Narvik: Seeking Mr Ballour, Doc Doyle, George Graham, Dutch Hollands, Daniel McMillan, George Peel, Barry Sanderson, Perce Westmore and Taffy Cloke. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

HM ships St Kitts and Camperdown, 1954-58: Roy Sharratt seeks Marshall, Holmes, Short, Tarky Dowd, Ronney, Hodges, Williams, May, Trotter, Hanne, Simmonds, Lake, Tucker, Cutts, Chief Lee and Whalley. Contact Roy at 100, Middlecotes, Tile Hill, Coventry CV4 9AZ, tel: 01203 461880.

HMS Raleigh: Frank Bond seeks Fred Cooper, who joined up with him on March 11, 1952. Last heard of in Portsmouth as a diver. Contact Frank at 310-134 Lindsay St, North Bay, Ontario, Canada P1B 7Z2, tel: 00 1 705 476 2484, email: frank.bond@sympatico.ca

Hong Kong Dockyard Defence Corps: Seeking ex-members of this group, some of whom ended up in Shamshepo POW camp with Brian Harper. Contact Brian at 1, Sharny Rd, Walliston, 6076, W. Australia.

HMS Decoy, 1956-7: Ivan Clough seeks Lesley Cheyne, Dan Drury, Boots Edean and National Service oppo John Bingham, or anyone else who remembers him. Contact Ivan on email at: ivan@clough.fsnet.co.uk

HMS Albion 55-56 and 64-65: Seeking anyone who knew Donald Cassell. His daughter Sarah remembers little of him but would like to find out more. He had a close friend, Geoffrey Pace, and used to help run Bulwark's radio with quizzes and requests. Please ring Eddie Jones on 01329 664498.

RAF Thorney Island: WO Mike Hancock RAF seeks friends who lived at Thorney Island 1962-65. One, Steve Clark possibly joined the RN in the late 60s. Ring 01526 327240, email: mjhancock@talk21.com

C-class destroyers, from whichever theatre for association details contact: Cliff Longfoot on 0151 226 3675.

HMS Brighton: Shipmates from 1971-73 - the last Far East excursion - contact Dave Howells, 32, Binnacle Rd, Rochester ME1 2XP, tel: 01604 327772, mob: 07980 119437

Benbow Div, HMS Ganges, 30 Mess 1951: Sharky Ward: drop Bill Boddy a line at Neyor Gading, Down Road, Hordean, Hants.

HMS Vanguard 1951-54: Laundry Crew, where are you? Contact ex-Lt/Sea B Roshier

At your Service entries

• Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

• Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

• Please send in Reunions at least three months (preferably four) before the month of the event.

• There may be a delay before items appear, due to the volume of requests.

• Entries are free to non-commercial organisations.

• Items pertaining to commercial work, books and publications for profit can only appear as paid for advertising.

• The Editor reserves the right to edit or refuse publication of submitted notices.

on 01256 357338, with a view to a meeting.

HMS Lucia: Bill Roberts served on this depot ship whilst under the command of Captain Oram, and wants to hear from anyone who served at the same time. Contact him at 48, Brookside Close, Deemhead, Hants PO7 6ET, tel: 023 9225 9145.

HMS Daring: A.V. Wood should have been in Daring when she was lost, but was in sick bay with tonsillitis. His oppo, Alf Wilcox, survived but they lost contact. If you know of his whereabouts, contact Mr Wood at 50, Pinnacle Hill, Bexleyheath, DA7 6AG, tel: 01322 522320.

HMS Nelson 1941-42: Seeking any members of the crew still around: contact C. Johnson, 111 Glaphorne Rd, Uundle,

Peterborough PE8 4PS.

RNAS Inskip: Les Dickinson seeks news of Electrical Section maintenance unit under CPO Pycroft, especially Air Mech Don Rusby. Wren Molly Fidgeon, Wren Elizabeth 7. Also news of MONAB 8 (electrical section) Kai Tak from Sept 1945. Write to Brews, Langbridge, Newchurch, LoW PO36 0NP.

Vincent Little: W.M. Alder is trying to trace Vincent (aged about 65) who served with his father (N.W. Alder) in HMS Birmingham circa 1956-58, in connection with a surprise 65th birthday - he hopes to get some old shipmates along. He joined in 1952 and left in 1965, serving in HM ships Glory, Launceston Castle, Loch Fyne and Birmingham, and at Collingwood, Dryad and

Stonecutters Island, Hong Kong. Contact W. Alder, 22 Downs Grove, Vange, Basildon, SS16 4QL, tel: 01268 555022.

HMS Chinkara (Landing craft base, Cochin) 1944-46: If you were there & whatever you did, then can you help old BEOP/MEOP/CMP etc to find us? Join in with the new motley old lot at our enjoyable annual "Nostalgia Gathering" before it's too late. Lots of albums etc. Contact Colin Baker, Maitiln Cottage, Lt Eccleston, Preston, PR3 0YQ or phone 01995 670495, email: colin@ibaker.fsnet.co.uk

HMS Kale (K241) River Class Frigate: If you served on her please contact Dick Clay, Madgewood, 31 Cuckmere Way, Brighton, Sussex. BN1 8GA.

AIRCRAFT OF THE ROYAL NAVY

No 42

• The second prototype of the Fairey Seafox which first flew in 1936.



Fairey Seafox

ALTHOUGH only 49 Seafoxes were built and the type was not generally an outstanding success, it earned a place in Fleet Air Arm history through its vital role in the Battle of the River Plate.

Fairey designed the Seafox to meet FAA requirements for a two-seat reconnaissance floatplane capable of being catapulted from light cruisers. Among the ships which it equipped was the Leander-class vessel HMS Ajax. With the cruisers HM ships Achilles and Exeter she encountered the German pocket battleship Graf von Spee off the River Plate estuary in December 1939.

The heavier cruiser HMS Exeter had two Walrus amphibious aircraft, but these were put out of action early in the battle by gunfire from the Graf Spee. Of Ajax's two Seafoxes, only one was serviceable. This, piloted by Lt E. D. G. Lewin with Lt R. E. N. Kearney as observer, spotted the British guns throughout the action on December 13.

After the Graf Spee sought refuge in Montevideo the Seafox continued to fly reconnaissance missions each day until, on December 17, it was able to signal that the German vessel had been scuttled.

It was the first time in World War II that a Fleet Air Arm aircraft had spotted for ships'

guns in battle, and the pilot - who received the DSC - became the first FAA officer to be decorated in the war.

The first prototype of the Seafox flew in May 1936, followed by the second - initially fitted with wheeled landing gear - near the end of the year.

At the outbreak of war Seafoxes formed the catapult reconnaissance flights of several cruisers. The ships' spotter flights were pooled early in 1940 to form 700 Naval Air Squadron with a strength of 11 Seafoxes, 12 Swordfish floatplanes and 42 Walruses.

However, the role of the catapult-launched spotter aircraft was coming to an end with the introduction of escort carriers, and the last Seafox unit - 702 Catapult Flight - was disbanded in July 1943.

The Fairey Seafox was of all-metal construction, with the exception of fabric-covered wings. It was powered by a 395hp Napier Rapier IV engine which gave a maximum speed of 124mph at 5,860ft and a climb rate of 10.4 minutes to 5,000ft.

Range was 440 miles, endurance 4.25 hours and service ceiling was 11,000ft.

A Lewis gun was carried in the rear cockpit and light bombs could be carried under the wings.



Sport



Shooters complete warm-up

THE NAVY'S clay pigeon shooters were about to complete a three-legged Winter Series competition in preparation for the inter-Services competition as *Navy News* went to press.

The first shoot took competitors to the damp and windy Trevol Range at HMS Raleigh.

High gun and gold medal winner was Carl Everton (Trenchard) with a score of 77 out of 100.

Silver went to PO Ian Mitchell (846 Naval Air Squadron) with 68, and Lt Cdr Peter Trott (SSA) took bronze with 65.

Two weeks later the show moved on to Tipner Ranges at Portsmouth, where the second shoot was carried out in glorious sunshine, offering excellent shooting at 100 targets.

High gun and gold medal this time round went to PO Stan Hackford (HMS Fearless), with a score of 81.

PO Ian Morgan (824 NAS) took silver and Peter Joyner (HMS Dryad) bronze – both finished with 72, and the placings were decided on the toss of a coin.

The final round is scheduled to be held on April 1 at the Wyle Valley Shooting Ground in Somerset.

This event is also the Ely Hawk inter-establishment competition open to any ship, squadron or establishment which can muster five team members.

Further information on the event or RN clay pigeon shooting is available from PO Ian Morgan on 93781 2778 or CPO Andy Free on 93825 2437.

One champion and four heroes

SEVEN full-blooded bouts had a full house of 700 boxing enthusiasts on the edge of their seats at the Combined Services individual championships held at HMS Nelson, writes *SLt Simon Paget*.

The Army arrived as favourites, and with a full squad expected to retain their crown.

The Navy mustered five competitors, one more than the RAF, but all were keen to put a lot of hard work into practice.

MEM Noble was the first Navy man to set foot in the ring in a preliminary light-heavyweight bout against the Army's L/Cpl Spare.

It was an inauspicious start, with Noble quickly being overpowered, leaving the referee no option but to stop the fight in the first round.

Next to don his gloves was OM Davie, fighting Pte Wray of the Army for the lightweight title.

Davie made an excellent start, and his relentless pressure forced a standing count on to his opponent in the first round.

With Wray forced to take two more standing counts in the second round, the referee called a halt.

Mne Watson squared up to the experienced L/Cpl McMahon in the middleweight bout.

A cautious first round was edged by the Army boxer, but as the tempo rose the lance corporal stamped his authority on the bout.

The third round saw McMahon growing in confidence, and as he pressed the Navy man he landed a knock-out blow.

OM Kindley, untested at this level, took on the RAF's Cpl Siggs for the heavyweight crown.

The Navy fighter looked sharp, building up a narrow lead in the first round.

But Siggs forced his way back in the second round, and his superior fitness allowed him to push the pace.

Kindley boxed gamely, but by the fourth he had run out of steam, and the referee stopped the contest.

The final Navy man in action was Mne Isherwood, who contested the super-heavyweight title with Pte Bessey.

In only his fifth bout, Isherwood took the fight to his opponent, a former ABA champ, right from the start.

Using his reach advantage, Isherwood avoided the toe-to-toe slugfest which suited Bessey, but the Army man worked his way back into the contest in the second round, forcing a standing count.

The third developed into the slugging match which Bessey sought – and the Army man duly delivered the KO.

Prior to the bouts, all five RN boxers were awarded their RN vests by Maj Gen Milton RM, chairman of RN Boxing.



● **Bloodied but unbowed:** (above) OM Kindley is presented with his heavyweight runners-up prize by Air Vice Marshall Burton.

● **Champion:** (right) Light-weight division winner OM Davie.



Boxing blues

AN OFFICER Cadet at Cambridge University RN Unit has boxed in the annual match against Oxford – and came out on top.

Jim Coke, who is in his first year at Homerton College, fought at light heavy-weight, but despite his efforts – rewarded with a Blue – Cambridge went down for the 15th year in a row, losing 6-3.

Players blooded at competition

NAVY tennis players may have lost out in the first competitions of the new season – but the chance to blood new talent will stand the RN in good stead.

The Indoor Tennis Centre at Burnaby Road was the venue for the inter-Service B competition.

The Navy introduced a number of new players – Clive Lunn and Steve Pearson to the men's team, and Debbie Whittingham, Claire Bull, Lisa Nelson and Fleur Marshall to the women's squad.

Strength in depth in the Army and RAF teams relegated both Navy teams to third place – although the RN team was instrumental in the final result, decided on the last day.

The RAF's number one pairing proved too strong for Peter Eberle and David Marsh, the Navy pair going down 6-3, 6-1, and the RAF took the competition on set count-back from the Army.

The women's event went to the third set of the tie between the RAF second pair and RN duo Caroline Williams and Lisa Nelson.

With players and supporters gathering around the court and tension rising, the Air Force team clinched the trophy amid wild celebrations after a tremendous match.

For details of Navy tennis, contact either Cdr Chris Osborne (9352 39187 – men's), WO Nikki Hudson (0171 937 3493 – women's) or Lt Cdr Robin West

(93821 2010 – veterans over 40).

The RN Lawn Tennis Association (Women) opened their season with a tournament at the Portsmouth Dome, welcoming new faces and saying farewell to a real stalwart.

After round robin and knock-out phases, the final produced an excellent match, with Jo Cooke of Derriford Hospital defeating Di Crouch of HMS Drake.

Jo also took the doubles title with RNH Haslar player Jeannie Bone.

The event saw the farewell to Navy tennis of reigning ladies champion and team captain Maria Goodwin, forced to retire through a serious knee injury.

Jeannie Bone takes over as new team captain.

RN ice men stay cool

THE ROYAL Navy Cresta team pulled off a spectacular win over their Service rivals in the annual championship at the Swiss resort of St Moritz.

Wearing the striking red, white and blue race suits of sponsors Brandt-Computer Systems, the Navy's winning aggregate time of a fraction under 700 seconds was a massive 37.5 seconds ahead of the RAF and more than 45 seconds in front of the Army.

The RAF, who had won seven of the previous races, were handicapped by a pre-race skiing injury to one of their best riders.

Showing their age, and with confidence draining away in practice as the Navy's novices kept improving, the RAF finally succumbed on the fabled Cresta Run, leaving

the way clear for the Navy to claim the Prince Philip Trophy.

And the Senior Service has high hopes that next year's performance will be even better as the novices move up to the race riding category.

The winning team, with the first four counting, were Lt Cdr Andy Mills (aggregate 171.97 secs); Lt Angus Essenhigh (172.94); Lt Jamie Summers (175.97s); Lt Aaron Whild (178.67); Lt Dan Hooton (181.14); LD Sid Lawrence (181.9).

Supporting the team riders on the day were L/Cpl Ian Breeze, Lt David Gillett and Maj Paul Hart, and three Year 2000 novice riders were CPO David Bass, OM Lloyd Allen and PO Royston Sellers.

Oxford team takes URNU sports title

ALL 14 university RN units were represented at a sports weekend at which hosts Southampton ended up the nearly-men and women.

Around 450 competitors entered three competitions – women's netball, mixed hockey and men's rugby sevens.

Oxford URNU won the netball competition, and just pipped Southampton to the overall title.

The hockey tournament went to Bristol URNU – who beat Southampton to the title – and the rugby was won by Wales URNU, who pushed Southampton into second place.

The weekend was staged at HMS Temeraire in Portsmouth, and provided the chance for one of the largest gatherings of URNU staff and students for some time.

Stores score Culdrose win

THE MEN and women of the Stores Department of RN air station Culdrose dug deep into their reserves to win the establishment's annual sports competition.

The Interpart Competition is open to all squadrons and departments at the air station and features 14 sports, including athletics, volleyball, football, swimming, orienteering and basketball.

Stores, who entered teams in most of the disciplines, took the Commodore's Cup by 50 points from the holders, 810 Naval Air Squadron.

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Rugby sevens tournament is good warm-up

THE ANNUAL Royal Navy Rugby Union sevens championships, sponsored by Office Angels Recruitment Consultants, will take place again this year on the main fields at HMS Collingwood in Fareham on April 12.

Open to the public throughout, it promises to be a day filled with exciting running rugby.

Renowned in the Navy as a significant warm-up event for the Navy v Army game at Twickenham, which this year takes place on May 6, the tournament will feature teams competing from ships and establishments throughout the country.

Windsurfing date is set

THE ROYAL Navy and Royal Marines windsurfing championships will take place on May 20-21 in Poole Harbour.

The entrance fee of £15 will include social costs.

Contact Lt Cdr Paul Harrison on 01935 456104 (RNAS Yeovilton ext 6104) for details.

All disciplines will be represented, with a restricted category for sails up to 7.5 metres and an unrestricted category for all other equipment.

Sport



● Prepare for take-off: WO1 John Panter with his new canopy.

With a little help from his friends

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WITH a little help from his friends, inter-Service paragliding champion WO1 John Panter RM has taken delivery of his new Serial-class glider.

The new canopy was necessary to comply with recent competition rule changes implemented by the British Hang Gliding and Paragliding Association, the sport's governing body.

And it was made possible with assistance from the Commando Training Centre UIF, Corps Central Funds and the RN VSSS, each of which made contributions to the project.

WO1 Panter, of CTCRM, will use his new glider – complete with 'Royal Marines' logo emblazoned underneath – in this year's British paragliding championships in an attempt to qualify for the Great Britain team in 2001.

In addition he will spearhead the Navy's efforts at the 2000 inter-Service championships held in July.

Paragliding has a loyal following in the Armed Forces, with permanent training centres situated in both Wales and the Bavarian Alps;

both facilities are unparalleled in civilian spheres.

Future training courses, ranging from basic to advanced level, will be promulgated in DCIs.

Currently there are only a handful of RN pilots regularly flying, whilst the Army and RAF each

have a substantial pool of qualified pilots from which to form representative teams.

Further information about training courses can be found in DCI JS 14/2000. General advice can be gathered from WO Panter at CTCRM, extension 4005.



● Big name: WO1 John Panter shows off the Royal Marines logo.

Short-lived glory for Agrippa

SKIERS from one of the Navy's most remote establishments enjoyed a brief moment of glory at the RN Alpine skiing championships at Les Arcs in France.

Fl Lt Paul Tullock, POPT Henry Cooper and Cdr David Elford were awarded the Battleaxe Trophy for their efforts.

Organisers later realised that an error had been made – the trophy is for major units, and HMS Agrippa is the modest shore establishment covering a number of RN personnel in Naples, primarily in NATO commands.

The trio's possession of the prized trophy was short-lived – but should encourage them to try again next year. ■ Meanwhile the HMS Seahawk ski squad are reflecting on their most successful championships yet.

Chess battle

THE COMBINED Services chess championships will be held from April 27 to May 1 at RAF Brampton.

The tournament, open to all serving and ex-serving personnel and MOD civil servants, is in the form of a seven round Swiss open, with the top six players qualifying for the NATO championships.

Details from CRS(SM) Dave Ross on 93825 2786 or 01329 332786.

Both A and B squads picked up team trophies, the A winning the slalom and super giant slalom, while the second string took the giant slalom and were the winning B team overall.

Seahawk – sponsored by Fat

Face clothing – was the most successful establishment overall, and of the individuals who won medals, Lt Sharrocks deserves mention, taking the prize for the overall winning advanced skier at his first Navy championships.

Selectors seek lady golfers

NAVY golfers are preparing in earnest for the forthcoming season.

By the time *Navy News* is published, the men's team will have completed the first match of the season against Cornwall, writes Cdr Gary Skinns.

While the men's squad has been enhanced with new players, the ladies team has not been so fortunate.

Any lady who either plays golf, or is interested in starting, should contact either the Secretary RGA on Portsmouth Naval Base ext 27880, the Ladies Captain (Cdr Moira Hoath, Centurion Building ext 2763) or the Ladies Secretary (POWDH Pam Jack, Faslane 6971).

Entry to the Ladies Championships will be open to any lady golfer with a bona fide handicap or who is sanctioned by the RGA. Details have been signalled and mailed as appropriate.

Up to 12 individual entries will be available for the men's championships.

Anyone wishing to be considered for one of these places should contact the Secretary RGA; entries in anticipation of Command Team select are acceptable.

For details, contact the RGA Secretary.

Key dates in this year's fixture lists are:

May 15: RN Ladies Championships, China Fleet Club
June 28-30: RN Men's Championships, Woodbury Park
July 13: Navy Cup Final, China Fleet Club
Sept 4-6: Ladies Inter-Services, Woodhall Spa
Sept 18-21: Men's Inter-Services, Woodbury Park.

What a catch!

ANGLERS from HMS Dryad swept the board at the presentation evening of the Solent Area RN&RM Angling Association.

For the first time, one unit took all the team trophies – and Norman Berry, of MWC Dryad, was crowned boat and shore champion and overall champion.

More than 50 anglers from HM ships Dryad, Sultan, Excellent, Nelson, Grafton, Fearless, Manchester, Coventry and York fished 30 competitions in 1999.

HMS Sultan were close runners-up in all the team events, and CPO John Simister (Dryad) was inter-Services boat champion.

First-class second string

THE Royal Navy has taken major honours in a Service judo tournament for the first time since 1996.

The RN seven-man Kyu grade team beat opponents from the RAF and Army to win the Peter Brown Trophy for the first time.

Although a B-team event, the Cosford tussle was closely contested, and all the more satisfying for the Navy as it was only three years ago that the Senior Service could only muster a squad of four players for this championship.

In the first bout the Navy quickly went 3-0 down to the Army, but thoughts of a whitewash were soon dispelled.

CH Lee Jarvis (HMS Dryad) rapidly disposed of his opponent, and Mne Paul Chadwick's win was equally emphatic.

With a walkover to the Navy bringing the scores level, the final lightweight contest tested everyone's nerves before LWEA Ginge Skinsley (HMS Collingwood) pulled off a last-gasp throw to win the laurels for the Navy.

With the Army beating the RAF 4-3, the door opened for the Navy – but again they went about it the hard way.

Fired up by the Army defeat, the RAF took a 2-0 lead, but Sgt Chris Waite (45 Cdo) notched a hard-fought victory for the Navy, and with a win by Mne Chadwick and another walkover to cancel out another RAF win, it stood at 3-3 with one to play.

This time it was Cpl Colin Morris (Chick-sands) who left it late, edging into a majority in the final seconds to win the contest, the tie against the airmen – and the trophy.

In the Dan-grade competition the Army proved too strong for the others, beating the Navy 6-1 and the RAF 5-2.

The afternoon saw some spirited performances in the individual contests.

AEM James Clement (HMS Heron) took silver in the under-73kg weight group, despite suffering the effects of a bad cold, and a further six bronze medals were added to the tally, giving the Navy its best medal haul in years.



Sport



Late, late strike seals trophy win

A BRACE of goals from Mne Jason Coburn helped secure a thrilling win for the Navy against the Army Youth – and bag the inter-Service trophy for the first time in nine years.

Mne Coburn (42 Cdo) volleyed the Navy into the lead from eight yards after 16 minutes, and his side should have killed the game off by half-time.

The Army edged back in the second half, but Murray looked to have sealed a win by finishing a flowing attack.

With just seven minutes left the Army struck, and four minutes later drew level. But as extra time loomed, Coburn struck from 15 yards to take the spoils.

"This result would not have been possible without the commanding officers of ships and establishments releasing their players", said RN Youth Chairman Lt Tony West after the game.

"Their co-operation is greatly appreciated."

He said preparations for the Dallas international youth competition this month are nearing completion – it will be the 20th consecutive year that the Navy has competed in a tournament which often features teams such as Real Madrid and Manchester Utd.

The RNFA(Y) seek a head coach, assistant coach and secretary/vice chairman for next season. Contact Lt West (HMS Collingwood) ext 2205 for details.



● **Winners:** Mne Jason Coburn (left), who scored the vital goals, and youth captain Alan Garnett.

Defeats leave Navy at bottom of the pile

AN UNLIKELY victory over the Navy at Aldershot gave the Army the inter-Service title for the first time in six years, writes Dan Collacott.

The Navy had the better of the early exchanges, forcing several early corners, and striker Will Flint put a close-range header just over the bar.

A curling corner by LPT O'Neil caused chaos in the box, leaving two home players on the deck.

A fierce drive by defender Sgt Price rebounded off the Army post, and although the Army fashioned the occasional chance, it seemed only a matter of time before the Navy broke through the crowded home defence.

After the break the Army started to threaten the Navy goal, forcing keeper Adams into a couple of good saves.

But they went one better in the 51st minute when a precise through ball put Cpl

Hope clear to finish clinically and put the Army ahead.

The game developed into an end-to-end affair, and although the Navy still had chances to draw level, the game ended in disappointing defeat.

Worse was to follow when the RAF provided the opposition at Burnaby Road – and blew the Navy away with a fine display of attacking football.

The airmen showed their intent early on with a series of fast, driving attacks, and it was Navy keeper Winnan who was seeing most of the action.

Two goals in four minutes, one off a Navy defender, put the RAF in the driving seat, and two minutes into the second half it was 3-0 with a brilliant individual effort.

The Navy finally found some composure and tested the RAF defence, with CPO Thwaites and POPT Riley both having good chances.

But a blistering run and shot by man-of-the-match Cpl Dickinson rang Navy alarm bells.

And another piece of individual brilliance sealed a 4-0 win after 86 minutes, leaving just enough time for the Dark Blues to miss the chance of a consolation goal in the dying seconds.



● **Flying in:** the Navy defence springs shut on the Army during the match at Aldershot.

Picture: LA(PHOT) Brad Bradbury (SFPJ).

Some you win, some you lose ...

THE ROYAL Navy women's football side had mixed fortunes in the inter-Service competition, writes Dan Collacott.

The tradition of high-scoring matches with the Army continued at Aldershot when the RN were on the wrong end of a 6-3 scoreline.

After a bright start by both sides the Army seemed to have taken control with two goals, but a corner by WMEM Wendy Frame, deflected in by an Army defender, and a volley by the same player put the Navy on terms.

From then on it was almost all Army as they built up an impressive four-goal lead, only pegged back after 88 minutes with a Merissa Dryhurst penalty.

But it was a different matter at Burnaby Road when a single goal decided the match against the RAF – and that goal went to the Navy, thanks to a late header by LWEA Becky Webb, who had been instrumental at the back in the first half when the RAF had been pressing hard.

Pastie power

PLYMOUTH-based company Ivor Dewdney Pasties Ltd has signed a £4,000 sponsorship deal with the RN Football Association.

The money will be used towards helping the RNFA raise its off-field profile.

Managing director Phil Abbott said the company was proud to continue their long association with the Navy – they had been staunch supporters of the Devonport field gun crew.

URNU man in Boat Race

A MEMBER of Cambridge University RN Unit was due to row in the Boat Race as Navy News went to press.

Richard Ehlers, of St John's College, is an international oarsman and has built up a pedigree in his native South Africa.

But while carrying out his studies he is hoping to help Cambridge to their eighth successive victory in the race on the Thames.

Lt Paul Schreier, Commanding Officer of Cambridge URNU patrol boat HMS Raider – and himself a keen rower – said: "We all wish him the best of luck."

It is Richard's second year at Cambridge, where he is studying for a PhD in electrical engineering.



● **Clobbered:** LOM Sandy Sandford of HMS Collingwood is stopped by 25 Engineers in the final of the Army rugby league 9s. Wins against 47 Regt RA, the Royal Dragoon Guards, 25 Engineers and the 1st Parachute Regt, with fine displays by Sandford, LPT Ruby Murray, LWEA Alby Albison, POPT Wayne Okell and S/Lt Jamie Farrel, took them to the final, where the Army side prevailed 26-16.

Picture: POWEM Swifty Swift.

Defeat for the Dukes

PLENTY of effort but little reward – Thomo Thompson's driving attack on the rugby pitch summed up the day for the teams of HMS Iron Duke when they visited their affiliated Army regiment.

The Duke of Wellington Regiment's home advantage carried them through in rugby, football and squash, but the CPOs showed how it should be done when they won at golf.



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Queen opens Falklands memorial chapel

A CHAPEL dedicated to the memory of 255 British Servicemen and three islanders killed during the battle for the Falklands in 1982 has been officially opened by The Queen.

Veterans and families stood side-by-side with senior military figures and members of the Government for the moving ceremony at Pangbourne College near Reading. It marked the end of a six-year campaign for a permanent memorial.

The Queen watched a uniformed parade by more than 300 pupils at the military public school before unveiling a plaque in memory of the war dead.

Among those who attended the ceremony were Admiral Sir John 'Sandy' Woodward who commanded the Naval task force, and Baroness Thatcher, Prime Minister during the war with Argentina.

At the end of the ceremony, Lady Thatcher said: "Our people were marvellous and showed great courage. This was a lovely service, a fitting tribute to those who gave their lives."

"You never expect as a prime minister to have to put people into battle but when the time came on the Friday, when they invaded, we could not leave our people living under a foreign power – and the Fleet sailed on Monday."

"It took three weeks to get there and it was a hard-fought battle. I hope that there will be an annual service so people will never forget."

The Falkland Islands Memorial Chapel seats 600 people and is open to the public from 8.30am to 6pm throughout the year. For details about visiting, contact Pangbourne College on 0118 984 2101.

● The Queen and Admiral Woodward meet midshipmen from Pangbourne College before she opened the chapel.



Commando in roof fall lay undiscovered for six weeks

THE BODY of a young Royal Marine, killed in a night-time fall from a building, was not found for over six weeks because at first nobody missed him.

Mne Daniel Fox (22) of Comacchio Group was due to go on leave from RM Condor, Arbroath on January 26. That night he went to a Dundee nightclub with colleagues, but was ejected.

It appears that he then climbed the building, probably with the aim of re-entering, but died when he fell through the skylight of an empty building next door.

His colleagues believed he had left on leave and his parents thought he was spending his leave elsewhere, so the alarm was not raised until he failed to return to duty at Condor on February 22.

Tayside police were informed and Mne Fox's body was found by a search team on March 11.



Princess's Thursday War

WITH the ship at action stations, the Princess Royal comes face-to-face with HMS Cornwall's Met Officer, Lt Emma Pavey. With them on the bridge is Flag Officer Sea Training, Rear Admiral Sandy Backus. Princess Anne joined the Type 23 frigate off Plymouth for a 'Thursday War' to bring herself up to date with developments in operational sea training. She met Lt Pavey, in anti-flash clothing, on the bridge while witnessing ships undergoing training to test warfare and damage control under simulated attack. Her visit also included a tour of the Operations Room and Plymouth Military Radar in FOST's Devonport HQ.

Picture: LA(PHOT) Richie Matley

FONA switches to command of RN-RAF Group ADMIRAL TAKES OVER AS HARRIER SUPREMO

FOR THE first time a Royal Navy officer is being given command of a major force made up predominantly of RAF aircraft.

On April 1, Rear Admiral Iain Henderson becomes Flag Officer Maritime Aviation with his headquarters at High Wycombe, Buckinghamshire.

As such he will be Air Officer Commanding 3 Group, comprising the newly titled Joint Force Harrier – the combined force of RAF GR7s and Naval Sea Harrier FA2s; the RAF's Nimrod maritime patrol aircraft; and the RAF and Navy's

search and rescue helicopters.

Admiral Henderson's title of Flag Officer Naval Aviation will no longer exist, but he will retain responsibility to C-in-C Fleet for the Fleet Air Arm's standards and practices, including flight safety in ships.

A new appointment – that of Commodore Naval Aviation (COMNA) – is being set up, with Commodore Christopher Clayton as first post holder. Most of his staff will remain at FONA's old HQ at RN air station Yeovilton to form Naval Aviation Administrative Headquarters. Meanwhile Commodore Clayton, with a small team, will be based at Northwood.

As reported last year by Navy

News, the joint Harrier force will collocate in 2003 at RAF Cottesmore, with a joint conversion unit 15 miles away at the current GR7 base at RAF Wittering, Cambridgeshire.

The move was foreshadowed by the Strategic Defence Review with the aim of establishing a flexible and powerful, Joint RN-RAF air group of multi-role combat jets.

Admiral Henderson will have two RAF air commodores subordinate to him – one in charge of the Harriers, and the other heading the Nimrods and SAR aircraft.

On March 31, Armed Forces Minister John Spellar was launching the restructured Strike Command at a ceremony at High Wycombe, later travelling to RAF Wittering to witness a Harrier display.

Manchester saves 11 in yacht ordeal

A RESCUE mission by HMS Manchester saved the lives of 11 people after their yacht sank 35 miles off the coast of Puerto Rico.

The Type 42 destroyer was in the Caribbean when she received a mayday from the 148ft motor cruiser Shiralee at 2.40am local time on February 21.

Her Lynx helicopter was airborne within minutes, and when it located the Shiralee 20 miles away, the vessel's crew had abandoned her and were adrift in two life rafts.

Manchester was guided to the scene by her helicopter, and the ship picked up six Britons, two Irish nationals, one Australian, one South African and a Bermudian woman before the Shiralee sank at 4am.

At Puerto Rico they were transferred to an American Coast Guard cutter which landed them at San Juan by 5.30am.

Manchester's Commanding Officer, Cdr Bob Brown, said: "All the crew of the Shiralee were recovered and brought on board for medical checks and food. There were no injuries and they all seemed very grateful to have been rescued so quickly."



● Rear Admiral Iain Henderson – the new Flag Officer Maritime Aviation.

Murder charge after death of Marine

A MAN has been charged with the murder of a Royal Marines corporal who died in hospital after an alleged incident in Plymouth.

Cpl Kevin Weaver (36), married with a baby daughter, died at Derriford Hospital, Plymouth on March 8, six days after receiving severe head injuries in the incident in Royal Parade. He had served with the Corps for 17 years and was a member of 42 Commando based at Bickleigh.

Three local men have been charged by Devon and Cornwall Police.

Francis Fletcher (24) was charged with murder, grievous bodily harm and violent disorder. The others were charged solely with violent disorder. They are Dean Pope (22) who was remanded on bail, and Steven Gunnigham (19) remanded in custody.

The alleged incident took place while Cpl Weaver was spending a night out at a Wild West fancy dress party.

Injured Wren on the mend

A WOMAN sailor who suffered serious injuries in an accident on board HMS Invincible in Portsmouth in February is now recovering at home. She has not been named.

WRNS 2000

A MILLENNIUM reception for former WRNS and female RN officers will be held at Goldsmiths' Hall, City of London on June 15. Proceeds of the tickets, at £28 and limited to 600, will be donated to the WRNS Benevolent Trust.

For details send a stamped addressed envelope to The Secretary, WRNS 2000, Old Colwell Lodge, Colwell Common Road, Totland Bay, Isle of Wight, PO39 0BZ. E-mail: WRNS2000@aol.com

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The GANG PLANK Club

Easter Eggstravaganza!

CHAT PAD

EASTER is nearly here and you'll be planning just how many Easter Eggs you can eat at once! Don't forget to write and tell the crew about your Easter Holidays.

Thanks for the letters Penny in Poulton and Cassie Moore, look out for your jokes on the back page.

Hello to Kimberly Griffin. Your Dad sounds like he does a really useful job delivering the post. We hope he might bring us a few nice letters, as we love 'em! Hi to Jennifer Fox, we like your pretty writing paper.

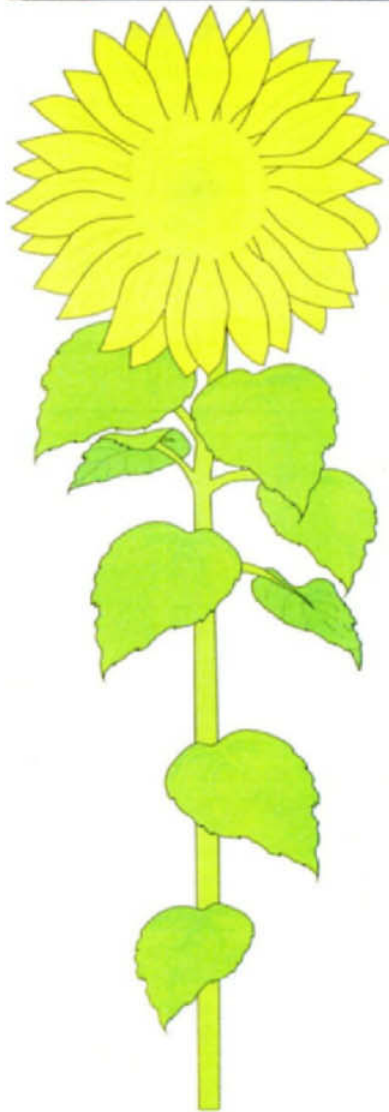
Well done Paul Kitching for some more good drawings and a big SORRY for forgetting your birthday. Captain Plank was very upset when we told him! Greetings to Rebecca and Matthew Rush, see you in Portsmouth!

SPLICE the main brace me hearties, it's welcome to this 'ere special Easter Supplement. Me crew and I love this time of year.

The winds are usually set fair for some serious sailing and the crew all feel like making the ship look like new. I hope ye all like growing those there sunflowers. I be looking forward to seeing your pictures.

I also want ye to make one of them Time Capsules, I found one of that there pirate Black Beard's Capsules once and the things he put in it would fair make your toes curl!

We be away at sea a lot now so keep them letters coming - all me crew love hearing from you.



Grow the biggest sunflower

CAPTAIN Plank is on the hunt again this year for the 'super sunflower' and Gang Plank members will have the chance to grow one as, very soon, you'll be receiving some seeds through the post!

To make sure your seeds grow big and strong we've asked Gloria Greenfingers to give you some growing tips.

Gloria Greenfingers is a very good friend of Captain Plank. They have known each other since they were at pirate school together.

Captain Plank went off to sea but Gloria didn't like all that swash buckle stuff and she decided to set up Plant Island - a sort of pirate's garden centre.

Here are her Sunflower Seed Growing Tips:

1. Plant the seeds in a pot or container about 30cm apart. Then put them on a windowsill. Keep them nice and moist and wait for a week or two until they sprout.

2. As soon as you have one healthy plant with a good few leaves you can plant it out in the garden. Don't forget it's going to grow very tall so be careful where you put it!

3. As the Sunflower grows, and it does really quickly, you need to tie garden stakes next to the stem

to stop it falling over.

4. Keep your sunflower watered.

5. Don't forget to send my friend Captain Plank pictures of your sunflowers... Also measure how tall they have grown and write this on the back of your photo.

Good Luck!

Captain Plank will be giving a prize to the grower of the tallest flower.

We'll tell you who the winner is in our September special.

...or plant a time capsule

JACK AND SUSIE have had a good idea!! They have decided to make their own Time Capsules, just like the ones on the TV programme Blue Peter.

Why don't you make one too? It doesn't have to be put away for very long - things are changing so fast that today's everyday items will probably seem very strange in just a few years!

You don't have to bury it if you don't want to. You could put it in the back of a cupboard, in the loft or cellar, or perhaps in the garden shed.

To make the capsule:

- ☐ Use anything that's waterproof
- ☐ Don't use anything too big. An ice cream tub is good, or, if you want it a little bigger, why not use one of those mini plastic dustbins?

☐ Have a good think about the contents before you begin packing it, have a look at Jack and Susie's suggestion list.

☐ Put heavier things in the bottom

☐ When everything is inside, seal it up with some waterproof tape.

☐ Don't forget to label your Time Capsule with the date it was sealed and the date it should be opened. Put the label in a clear plastic bag before taping it to the Time Capsule.

☐ Put a note somewhere in your family's important papers that will remind you when to open the capsule!

Here are Jack and Susie's ideas for what to put in your time capsule: A map of the area showing where you live and a photo of your house.

A photo of your family and pets and written details of their names and the

dates that they were all born along with a copy of a national newspaper and one of your local newspapers.

A picture of your favourite pop group and perhaps a tape of the music that's around now. Don't forget to wrap it up carefully!

What about a second copy of your favourite book or a piece written out from it?

Some pictures of the ways we communicate with each other today, like mobile phone adverts or pictures of phone and letter boxes.

A radio and TV guide, some menus from your local restaurants/takeaways and a record of what you've been eating this week.

Your favourite sweet, wrapped carefully in plastic.




WIN ONE OF 5 FAMILY TICKETS TO LEGOLAND® WINDSOR

New for 2000 attractions include -

- * The Adventurous Wave Surfer...
...a Thrilling New Water Attraction in Harbourside
- * Minilands very own Millennium Dome
- * See model makers in the new Creation Centre making fantastic models for the Park including Aeroplanes for our new airport (Sponsored by Virgin)
- * LEGO Racer - virtual racing game

Answer This Question Correctly And You Could Win A Family Ticket To LEGOLAND® WINDSOR

1: Where At LEGOLAND Will You Find The LEGO Adventurous Wave Surfer?

Put your answer on a postcard and send it with your name, age and address to:

The GangPlank Club, Navy News, HMS Nelson,
Queen Street, Portsmouth, Hants PO1 3HH

Closing date for competition 4th May 2000

The Editors decision is final. Employees and relatives of Navy News are ineligible.

Bert searches through the ship's library

BERT the deck hand looks after the Ship's Library. He's had a new delivery of books this month. Here's what he thinks about them:

The Barefoot Book of Heroic Children, by Rebecca Hazell, Barefoot Books, priced £14.99

An excellent book telling stories of children who have made a difference to the world. Easy to read and one to keep on your book shelves forever.

Face, by Benjamin Zephaniah, Bloomsbury Children's Books, priced £4.99

This is a book for older children. It's an inspirational story dealing with the important subject of prejudice in a very different way. Hard to put down.

Art Attack, by Neil Buchanan, Dorling Kindersley, £9.99

A great book for rainy days. All sort of things to make and do. From the TV series of the same name.

Happy birthday from all the Gang

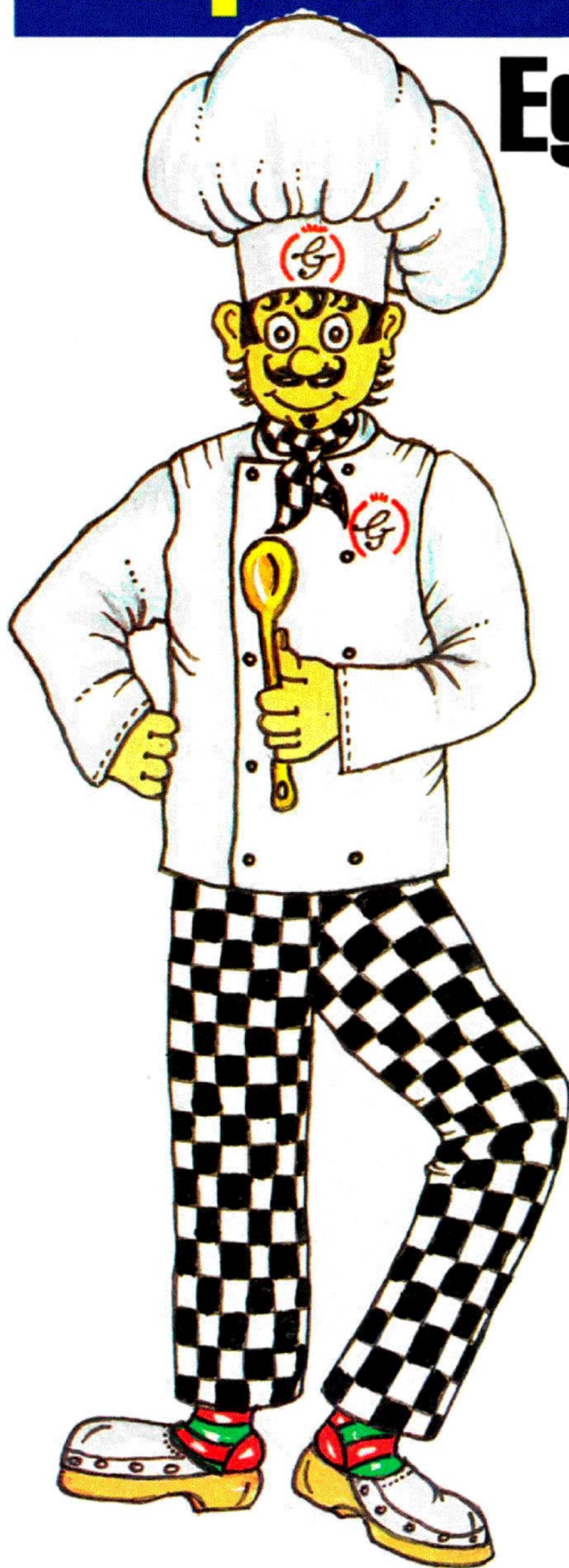


MANY HAPPY returns to the following Gang Plank Club members who have birthdays in April.

Alexander Merrett, Lloyd Robinson, Francesca Ingram, Padraig Anderson, Jonathon Burford, Benjamin Skelton, Guy Hart, Nicola Smith, Jonathon Bird, Andrew Evans, Luke Johnson, Robert Jenkins, Hannah Merna, Sarah Lockie, Daniel Thomas, Danny Siggers, Rachel Thomas, Felix Healey, Chloe Martin, Nadeen Mian, Samuel Whiteley, Lewis Whitmill, Peter Sharp, Daniel Dalton, Marianne Chapman, Ashley Golding, John Paye, Sarah Gathergood, Jasmine Rands, Jody Cousins, Stephen Shaw, Anne Stevens, Sophie Timmins, Ben Pullen, Stephen King, Bronwen Hopkins, Siobhan Tebbutt, Rebecca Langley, Edward Hone, Ewan Christie, Leo Cooper, Amy Wilkes, Robert Gibson, Victoria Phillips, Marc Fryatt, Gokhan Cakir, Daniel Orrin, Victoria Parr, Matthew Smith, Nicola Lowrie, Paul Pilgrim, Heather Rickhuss, Christopher Moir, Jay Kimber, Charlie Mullard, Nathan Lawns, Oliver Sturdy, Gavin Moule, Wayne Sleet, Jason Mills, Emma Paton, Luke Sylvester, Louise Smith, Laurence Marshall, Dean Perry, Andrew Nobes, James Spencer, James Marsh, Kaylee Herbert, Glenn Wright, Maria McAvooy, Henry Gladdis, Sam Hodgkinson, Luke Girling, Mark Allen, Karen Gray, Richard Hegume, Steven Falla, Matthew Garrett, David Windle, Adam Robinson, Emma Roberts, Elliot Keer, James Heward, Andrew Clements, Dale Melville, Bobby Berwick, Gary Falconer, William Wincer, Andrew Gots, Ashley Harvey, Zoe Fortune, Rachel Lockstone, Matthew Holland, Samuel Ryan-Fessitt, Ewen Bury, Lucy Hardman, Glenn Drewery, Michela Bedson, James Tatum, Thomas Griffin, Lewis Taylor, Mark Smith, Stuart Tilling, Colette Griffiths, Luke Simmonds, Alice Vanns, Sabriella Boswell, Christopher Devereaux, Matthew Kendrick, Lorna Cousins, Aaron Starling, David Murphy, Alexandre Head, Jessica Cowley, Jason Dowdall, Sean Knox, Danielle Barton, Stephen Smith, Nicola Nottidge, Samantha Dann, Steven Blakemore, Alex Frampton, Claire Batchelor, Luke Wright, Charlotte Williams, Phillip Reynolds, James Potts, Jake Woodman, Lee Harris, Donnie Calder, Allan Macmillan, Laura Carr, Tim Lloyd, Julyon Turner, Christopher Chapman, Thomas Temple-Murray, Sam Richards, Colin Bramwell, James Trueman, George Sessions, Sarah Quartermaine, Sam Williams, Alexandra Mackinnon, Angharad Richards, Ben Pullen, Alexander Houlihan, Danielle Redgwell, Dean Laughton, David Fry, Daniel Heath, Charlotte Avery, Daniel Amel, Joy Barlow, Jack Crandon, Paul Crandon, Benjamin Crandon, Tony Mitchelson, Fiona Harrington, Thomas Wilkes, Christopher Robson, Glenn Harrington, Michael Hadley, Daniel Morton, Harry Parmley, Jack Francis, Matthew Brierley, James Hadden, Joseph Payne, Sam Tyrrell, George Austin, Andrew Knapper, Kayleigh McKeever, Emel Atuk, Damien Day, Sherri Day, James Parker, Lloyd Robinson, Gemma Shotbolt, Emily Chipperfield, Lewis Hillier, Shane Harris, Marina Parnell, Terri Jones, Matthew Clayton, James Chadwick and Daniel Conneely.

Captain Plank's

Egg-stra special



GIANNI THE Chef loves Easter with all those chocolate eggs but he also loves making Easter really special with real eggs!

Why don't you give your family a treat and decorate some boiled eggs on Easter Sunday?

Gianni uses natural dyes to give his eggs some amazing colours.

Here's how he does it-

1. He puts the eggs in a large pan then pours on enough water to cover them (It's best to buy white eggs as they dye better)
2. He carefully adds about a tea-spoon of vinegar
3. Then he adds a natural dye - you can choose your colour from Gianni's list.
4. He brings the water to boil, then turns down the heat and simmers the eggs for 15 minutes.
5. If Gianni wants the eggs to have a really good colour he carefully tips the eggs and the dye into a bowl and puts them in the fridge overnight. If

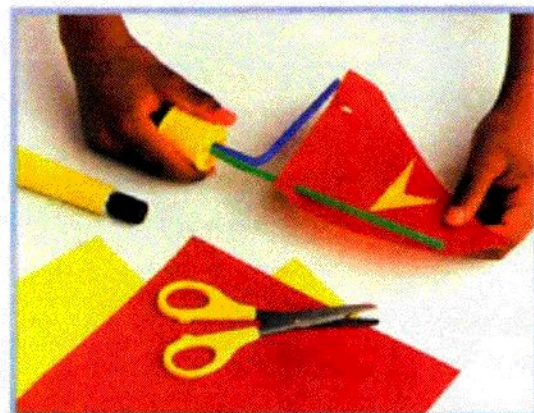


your family like hard boiled then they could try to eat. Otherwise just use the cool colours to decorate the Easter treat.

Colouring your eggs

Natural dye to use:

- ★ Pale Red: Fresh beetroot, cranberries, or frozen raspberries
- ★ Orange: Onion skins
- ★ Light Yellow: Orange or peel, carrot tops
- ★ Yellow: Ground Turmeric
- ★ Pale Green: Spinach leaves
- ★ Green/gold: Golden Delicious apple peel
- ★ Blue: Red cabbage leaves
- ★ Beige/Brown: Black coffee



SPRING IS HERE

SPRING IS here and it's about time we all got out and about. So here's something you can make and use either outside, or if it's raining, in the bath!!

We are going to make a little catamaran that can really sail! You will need:

- 3 cotton reels
- 4 corks, fizzy wine corks are best
- 2 bendy plastic drinking straws

- A tube of strong glue
- Some lollipop sticks
- Some poster paint
- Coloured paper
- A glue stick

1. Paint three lollipop sticks and let them dry.

2. Cut out a triangle of paper, sail and put a slit in each corner. Push the two straws into the corners.



Easter activity deck

Special Easter eggs

Egg-straordinary facts

1. An egg shell is one of the greatest designs in nature, its thin yet amazingly strong

2. The egg shell is made of a type of calcite, you can find the same material in marble, coral and chalk.

3. Eggs contain most of the recognised vitamins except Vitamin C

4. Most eggs now have a Lion mark on them, this is stamped on to show that lots of checks have been made to ensure the egg is a good standard

5. In the 19th Century a Russian goldsmith called Fabergé decorated eggs with gold, silver, gems and enamel.

They were given as Easter gifts for the Russian royal family. Fabergé used eggs which had been "blown" - tiny holes are made in the egg and the insides are blown out.

SPRING SCRAMBLE

TECHNOCAT has scrambled-up some words connected with Easter and Spring, can you help the Crew unscramble them!

OIFDDAFL

SOSRC

If you get stuck

GASTREEGE

KEWE YLHO

you will find the

BITABR

answers on the

SUSEJ

UNB ORCOS HTO

next page.

Poetry corner

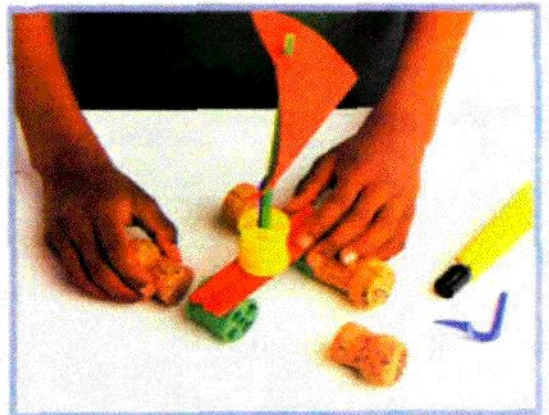
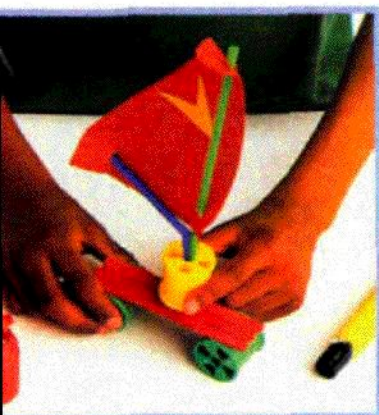
SUSIE SAYS well done to all of you who have sent in your brilliant poems. The Millennium really inspired you to write some great things. Here's a selection of the BEST Millennium poems!

We give each other soppy hugs,
While trying to avoid the Millennium bug.
The bonfires burn,
But the wheel wouldn't turn.

In the Millennium Dome,
You can have a good room,
The Millennium bug made us all ill,
They should have spent the money inventing a pill,
The fireworks were let off at the end of the year,
The crowd went wild with a great cheer,
To wish us all a Happy New Year
JADE FRASER (10) 1st Prize

Millennium is a time for forgetting the past,
It's a new start and beginning,
Learning new things,
Leaving troubles behind,
Enjoying the future,
New adventures more exciting things to explore,
Nothing left to regret just go ahead,
Using our mistakes to help us next time,
Making a new start.
Kathleen Adams (12) 2nd Prize.

The 2000 is cool,
The 2000 is fun,
The 2000 is new,
Now a new century has begun,
We must look after the world,
People and the animals because
That's the way it should be done.
SOPHIE LUKE (7) 3rd Prize



SO LET'S GO BOATING!

cotton reels, then thread one of the straws up the long corner of the triangle.

Bend the other straw over and thread it along the other edge of the triangle so it acts like a boom.

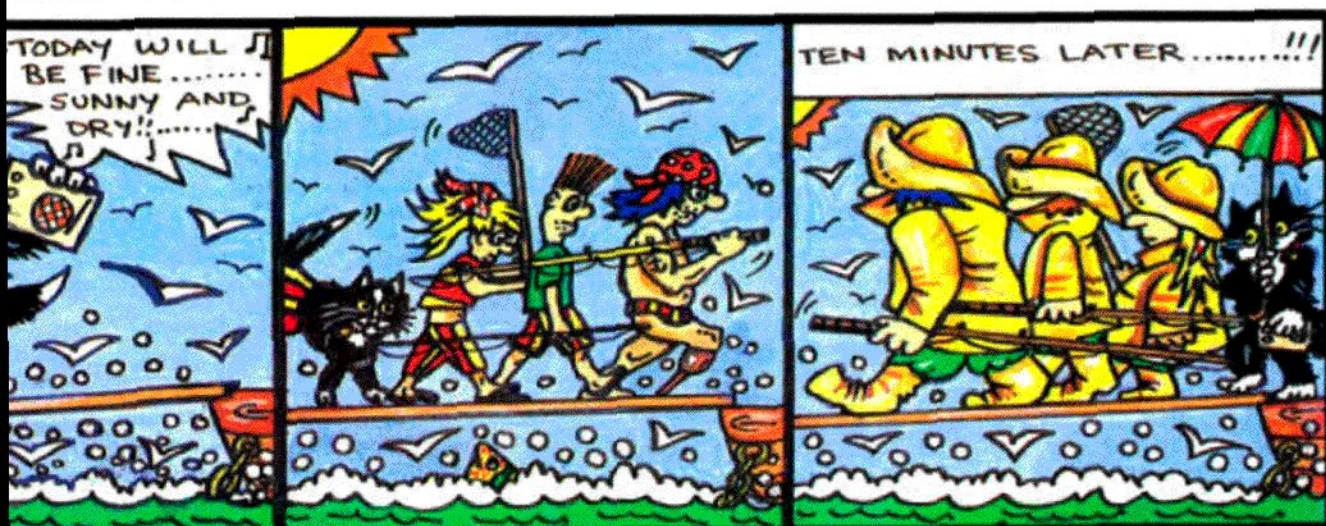
3. Glue the lollipop sticks across two cotton reels. Glue the other cotton reel, with the sail, on top of the lollipop sticks in the middle.

4. Glue the flat ends of the corks to the cotton reels so that they make the raft part.

5. Then you are ready to set sail - put the catamaran gently on the water and let the wind take it.

If you are going to sail it on a big pond or lake you might like to tie some string on it so the wind doesn't take it too far away!

Happy sailing!



Test your natural ability with our countryside quiz

ARE YOU 'naturally' clever? Have a go at our nature quiz!

1. What animal lives in a set?
2. What do the initials RSPB stand for?
3. Which Scottish loch is rumoured to have a monster?
4. What is unusual about Manx Cats?
5. Which has more teeth - a cat or a dog?
6. What is the main food of a wombat?
7. Name the largest lake in the United Kingdom
8. Which tree is associated with the Sunday before Easter
9. What tree is the national emblem of Canada
10. In the nursery rhyme what frightened "Miss Muffet" (answers on the next page)

WIN YOURSELF A COOL PRIZE! WE HAVE...



Sent from Earth to protect an innocent planet. This Heroic Team must protect the Space Colony as it journeys into the uncharted expanses of Deep Space



Betty Spaghetti, the dare-to-be-different doll. Betty's secret is that she's the first ever doll that lets you mix, match and assemble your own range of dolls.

You could win one of these fabulous prizes by answering the following two questions.

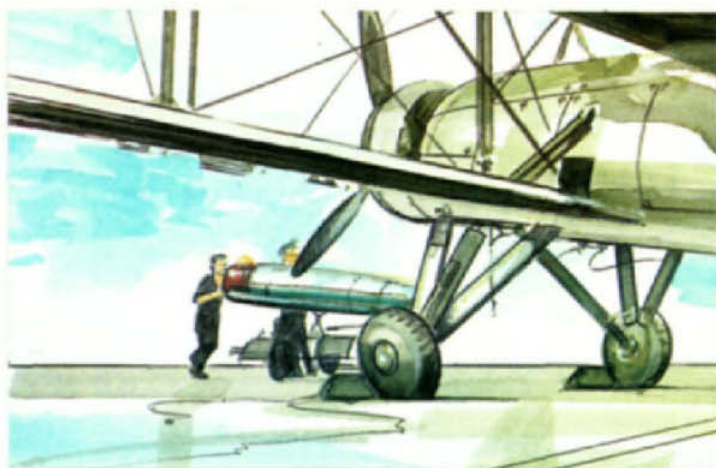
- 1 - WHAT IS BETTY'S SECRET?
- 2 - WHAT MUST THE POWER RANGERS PROTECT AS THEY JOURNEY INTO DEEP SPACE?

Send your completed answers on a postcard with your name, age, address to:
The GangPlank Club, Navy News, HMS Nelson,
Queen Street, Portsmouth PO1 3HH

The Judges decision is final. Employees and relatives of Navy News are ineligible.
Closing date for entries - 4th May 2000

Admiral Cunningham plans to launch an air attack on the Italian fleet in harbour at Taranto. But will his aircraft be up to the job?

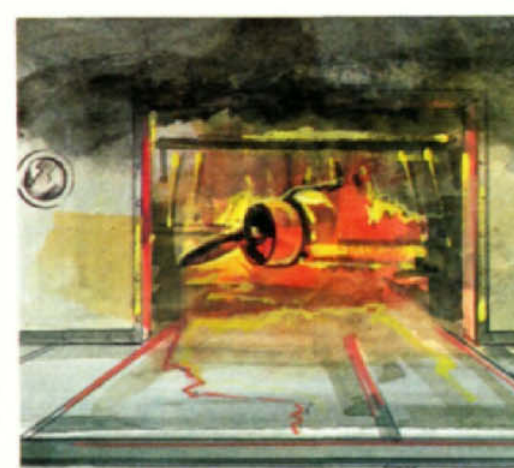
THE BATTLE OF TARANTO



HMS Illustrious carries 30 Fairey swordfish torpedo bombers - slow, old fashioned bi-planes with a top speed of only 100mph fully loaded. But they are highly manoeuvrable, easy to maintain and can operate in the worst weather.



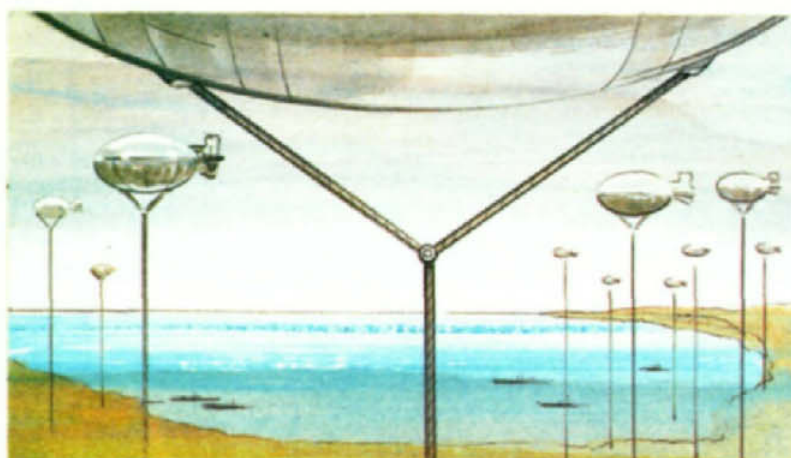
After weeks of practice, Cunningham and the architect of the attack plan, Rear Admiral Lumley Lyster, decide on the full moon night of the October 21st Trafalgar Day.



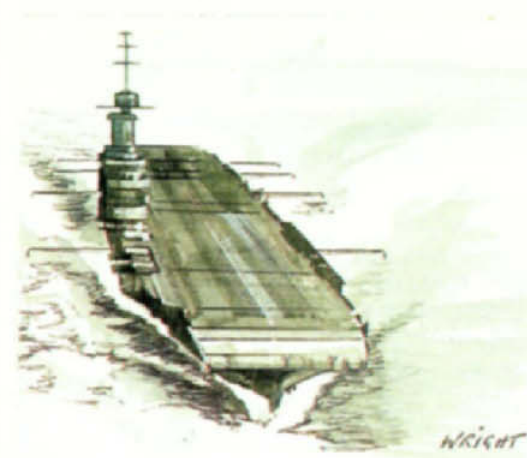
Fire in the carrier's hangar destroys two aircraft. Others have contaminated petrol in their tanks. The raid has to be put off to November 11 with only 21 planes left available.



Regular reconnaissance flights are made over Taranto - and by November 10 Lyster has detailed photographs of the Italian warships and their berths.



The pictures also show up a ring of barrage balloons, held by steel cables that would cut the wings off flying aircraft. Some of them will have to drop magnesium flares to help light the way.



November 11 - Armistice Day. HMS Illustrious steams steadily towards the launch point for the attack.



EASTER JOKES

From Cassie Moore...

Knock, knock

Who's there

Aardvark

Aardvark who?

Aardvark a million miles for one of your smiles!

Why did the one-eyed teacher stop teaching? Because she only had one pupil!

From Penny in Poulton

Why did the boy throw his watch out of the window in an exam? He wanted to make the time fly!

Where do cows go on holiday? Uddersfield!

Looking forward to your Summer hols?

AS SOON as Easter is over everyone starts thinking about their summer holidays. Are you going somewhere abroad this year?

Captain Plank is starting to plan his holiday with the crew so he asked his good friend Sam the Holiday Sleuth to check out a few good holiday spots. Here's Sam's first report from Spain.

Where is it?

Spain is in Europe. You can reach it by going out into the English Channel and then along the coast of France to Bilbao. To get to Spain by land you have to travel through France.

How big is it?

Spain is 504,788 square km. Just a little smaller than France.

What language do the people speak

Mostly Spanish although Catalan, Galician and Basque is also spoken.

What's the weather like?

It varies across the country. The North sees lots of rain in the winter but is hot in the summer. The south gets very hot in the summer. In the far north of the country the Pyrenees mountains get snow most winters.

What does the country look like?

Sam's Sleuthing on Spain

If you flew over the country you would see lots of mountains as there are five mountain ranges across the country. But there is also some desert in the south and some very green lands in the north west and sun-baked plains, known as La Mancha, in the centre.

What money is used?

The currency of Spain is the Peseta.

What are the main cities?

Madrid is the capital city of Spain. There are lots of important museums there. Madrid is in the centre of the country. Barcelona is a port on the east coast of Spain and the third largest city is Valencia.

How many people live in the country?

Almost 40 million people live in Spain. That compares to just under 60 million people who live in Great Britain.

Do they have a Queen?

They have a King called Juan Carlos and they also have a Parliament like Great Britain.

Quiz answers
SPRING SCRAMBLE
Daffodil, Easter Egg, Rabbit, Jesus, Cross, Holy Week, Hot Cross Bun.
NATURE QUIZ
1. Badger, 2. Royal Society for the Protection of Birds, 3. Loch Ness, 4. Have no tail, 5. A Dog has forty two teeth, a cat has only thirty, 6. Grass, 7. Lough Neagh in Northern Ireland, 8. Palm tree, 9. The Spider, 10. Maple.

WIN A FAMILY TICKET TO KM CHATHAM NAVY DAYS 27th - 29th May 2000

Write and tell us why you feel you should win a ticket and you could win a

FAMILY TICKET TO THE NAVY DAYS

Send your entry to: 'The GangPlank Club' Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH Don't forget to include your name, age and address!

Closing date for entries: 18th April 2000 The judges decision is final. Employees and relatives of Navy News are ineligible

NAVY DAYS 2000 CHATHAM

The GangPlank Club

Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £4.25

Name

Address

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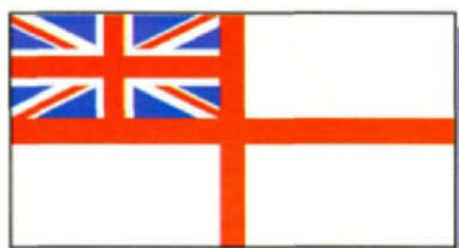
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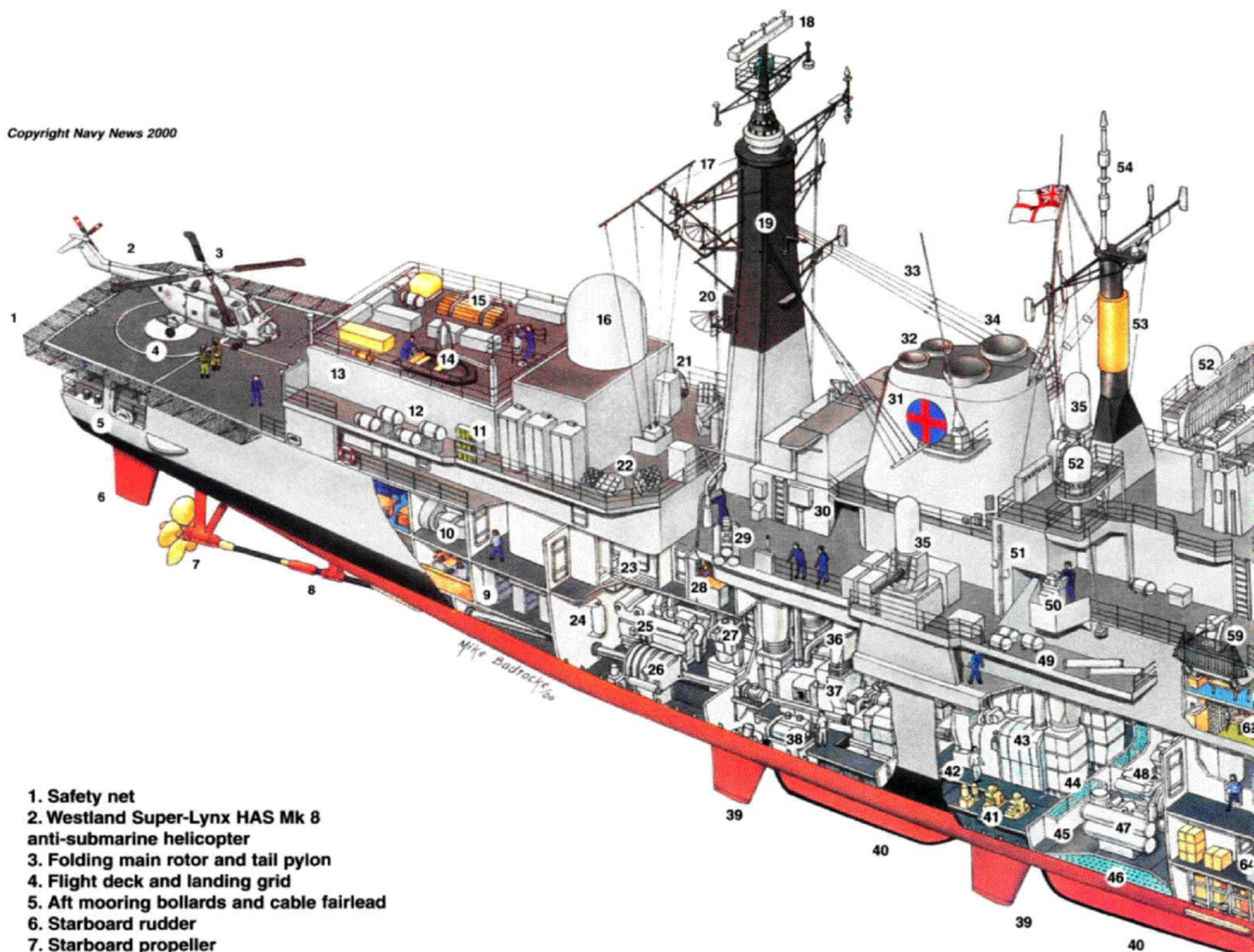
The 'GangPlank Club' is sponsored by The Gosling Foundation

This is a spacer page to allow the following cutaways to appear correctly, just click on to the next page



INSIDE THE TYPE

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1. Safety net
2. Westland Super-Lynx HAS Mk 8 anti-submarine helicopter
3. Folding main rotor and tail pylon
4. Flight deck and landing grid
5. Aft mooring bollards and cable fairlead
6. Starboard rudder
7. Starboard propeller
8. Propeller shaft and bearings
9. Aft radar power room
10. Air system fan compartment
11. Gemini craft patrol stowage
12. Life rafts
13. Hangar
14. Gemini craft
15. Refuelling at sea hoses
16. Aft type 909 tracking radar antenna
17. Communications antennae
18. Type 996 surveillance radar
19. Mainmast
20. Diesel generator intake/exhaust cowl
21. Port side Avon Searider
22. Seagnat launchers, port and starboard
23. Petty Officer's showers
24. Aft auxiliary machinery room
25. Diesel generators (2)
26. Evaporators
27. Auxiliary boilers (2)
28. Canteen
29. Starboard torpedo launcher
30. Tyne engine air intake

31. Funnel
32. Tyne engine exhausts
33. Communications antenna cables
34. Olympus engine exhausts
35. Radar controlled Phalanx guns
36. Aft engine room
37. Twin Rolls-Royce Tyne gas turbines
38. High pressure compressor
39. Twin stabilisers
40. Dual bilge keels
41. Fuel control equipment
42. Forward engine room
43. Twin Rolls-Royce Olympus gas turbines
44. Service tanks
45. Forward auxiliary machine room
46. Forward fuel tank
47. Air conditioning plant
48. Twin diesel generators
49. Life rafts
50. Direct aiming sighting station
51. Olympus engine air intake
52. Scott antennae
53. Forward antenna mast

54. UHF antenna
55. Surveillance radar scanner
56. Inmarsat GPS antenna
57. Forward type 909 tracking radar antenna
58. Radar offices
59. Starboard 20mm cannon
60. Signalling projector
61. Commanding Officer's accommodation
62. Wardroom
63. Main communications office
64. Stores compartment
65. Radar power room
66. UHF office
67. Operations room
68. Officer's showers

E 42 DESTROYER



THE ROYAL NAVY'S Type 42 Destroyers are the backbone of the Fleet's anti-air warfare forces and they are also equipped to deal effectively with surface and submarine targets.

Ships of the class include HMS Newcastle, HMS Glasgow, HMS Gloucester, HMS Cardiff, HMS Exeter, HMS Southampton, HMS Nottingham, HMS Liverpool, HMS Manchester, HMS York and HMS Edinburgh, and HMS Birmingham which paid off in December 1999.

Type 42s were well-proven in battle in the South Atlantic in 1982 and the Gulf in 1991, and recent deployments have seen them taking part in operations during the crisis in East Timor and in the international effort to liberate Kosovo.

The ship's air defence armament centres around the Sea Dart missile system which has a primary role of providing air defence to a group of ships at sea, but also has a good capability against surface targets.

The system comprises a twin-barrelled missile launcher and two Type 909 fire control radars which guide the missile to its target with the help of the ship's main computer installation.

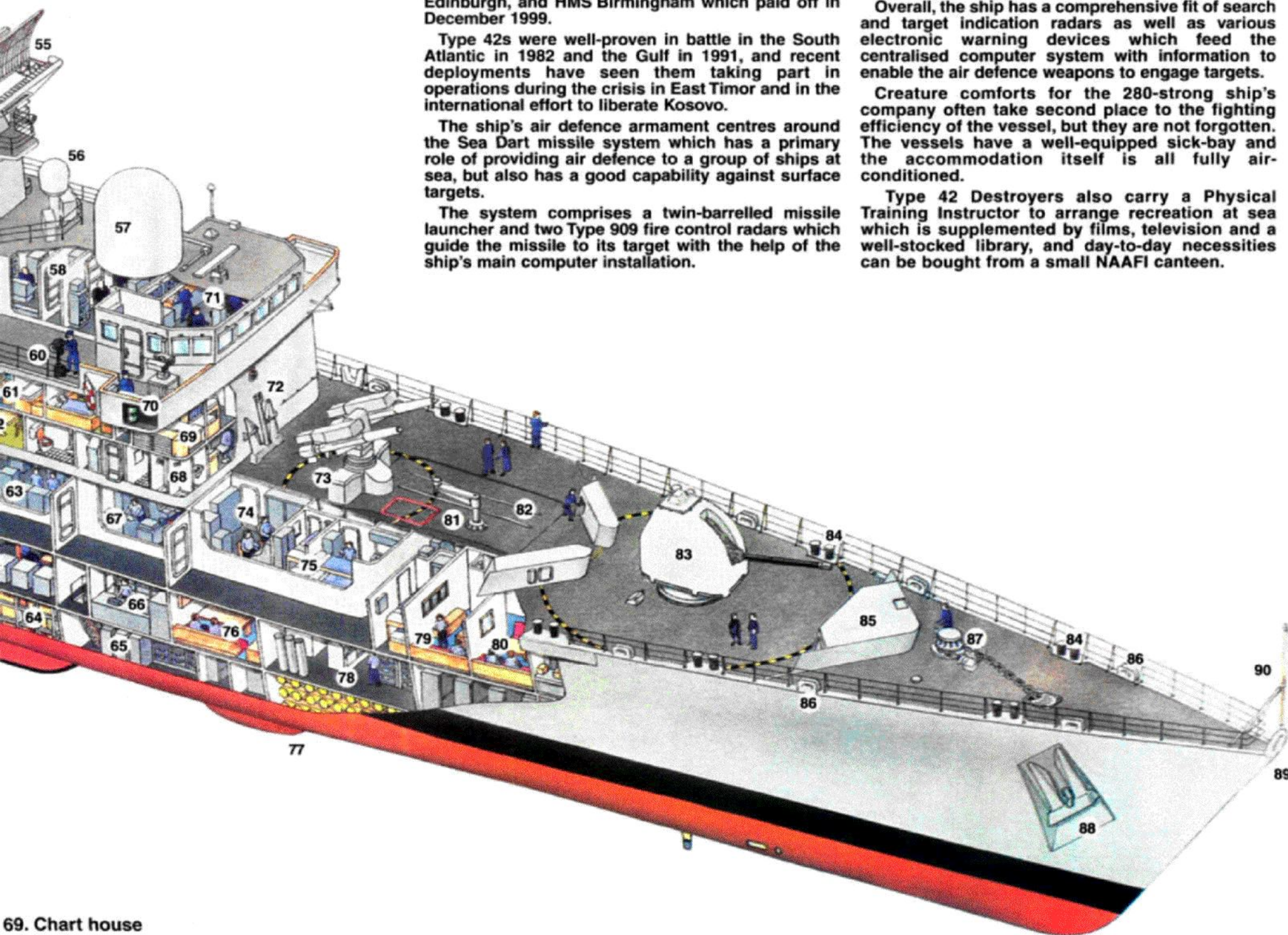
A Vickers single-barrelled automatic 4.5-inch Mk 8 gun is also fitted. This weapon has a high rate of fire and is also controlled by the 909 radars.

It is capable of engaging both air and surface targets and performs well against shore targets in the bombardment role. Close range defence is provided by a number of smaller 20mm guns and Phalanx.

Overall, the ship has a comprehensive fit of search and target indication radars as well as various electronic warning devices which feed the centralised computer system with information to enable the air defence weapons to engage targets.

Creature comforts for the 280-strong ship's company often take second place to the fighting efficiency of the vessel, but they are not forgotten. The vessels have a well-equipped sick-bay and the accommodation itself is all fully air-conditioned.

Type 42 Destroyers also carry a Physical Training Instructor to arrange recreation at sea which is supplemented by films, television and a well-stocked library, and day-to-day necessities can be bought from a small NAAFI canteen.



- 69. Chart house
- 70. Starboard main emergency lights
- 71. Bridge
- 72. Spare anchor
- 73. Seadart surface-to-air missile launcher
- 74. Sonar control room
- 75. CPO's cabins
- 76. Junior ratings mess
- 77. Sonar housing
- 78. Seadart hydraulic power room
- 79. Senior ratings mess

- 80. Junior ratings mess
- 81. Refuelling at sea mast
- 82. Missile embarkation platform
- 83. Vickers 4.5in gun
- 84. Forward mooring bollards
- 85. Bow wave deflector and deck locker
- 86. Cable fairleads

- 87. Capstan
- 88. Single anchor
- 89. Towing cable eye
- 90. Jackstaff with forward mooring light